



MEMORANDUM

TO: Mayor and Council

FROM: Jacqueline Yaft, Chief Executive Officer
Aviation Department

DATE: April 5, 2022

SUBJECT: AUS Proposed Jet-A Fuel Facility

Introduction

The intent of this report is to provide concise and cohesive information regarding the proposed new fuel storage facility (**"New Facility"**) to be constructed at Austin-Bergstrom International Airport (**"AUS"**) on airport property west of the northbound side of US 183 (**"New Facility Site"**). There are four sections in this report.

1. The first section details the purpose and need for the New Facility at AUS, background information regarding how the New Facility Site was selected, and the analysis of alternative sites offered to the Department of Aviation (**"DOA"**) for locating the New Facility.
2. The second section includes a summary of the governmental regulations that influenced the planning and design of the New Facility, the approvals required for the development and operation of the New Facility, and the procedures and features that will be incorporated into the daily use of the New Facility to insure compliant and safe operations.
3. The third section summarizes the community information meetings and the other public involvement processes conducted pertaining to the development of the New Facility.
4. The fourth section provides information related to the operational impacts for AUS and the potential economic impacts to the City of Austin due to a delay in the construction of the New Facility resulting from fuel storage capacity constraints.

The Attachment section of this report includes:

- Attachment A
Site Map and Distance to Residents
- Attachment B
Design and Safety Considerations

- Attachment C

The National Environmental Protection Act (NEPA) Environmental Assessment document, including the Federal Aviation Administration's issued Finding of No Significant Impact (FONSI)

The City of Austin Department of Development Services notice of site plan filing

- Attachment D

Detailed map and descriptions for twelve alternative sites presented to the Department of Aviation for project relocation consideration

- Attachment E

The presentation presented to the community in fall 2021

A Community Meeting Summary that includes information on the public notification efforts for the series of Community Information Meetings. Information, including attendees, materials presented, community questions and their respective responses available electronically at SpeakUpAustin.org/AUSFuel

- Attachment F

Prior Memos to Mayor and Council regarding New Facility

- Attachment G

An analysis of projected commercial airline service activity from 2024 to 2028 and potential impacts of reduced operations due to fuel storage capacity constraints

- Attachment H

Austin Bergstrom International Airport Environmental Assessment Peer Review Report

- Attachment I

FAA Requirements related to Land Acquisition by AUS

Background

The current Jet-A fuel storage facility ("**Existing Facility**") at AUS has two bulk storage tanks with fuel storage capacity of a 2-3-day supply of Jet A-Fuel. The current astounding exceeding forecast increase in air service at AUS calls for immediate need for more fuel capacity. It is anticipated that current flights and passenger totals will double in the next 10 years. To address the need for

additional fueling capacity at AUS, the AUS Fuels Company LLC (**"AUS Fuels"**) initiated the design and permitting to construct 2 additional bulk storage tanks as the New Facility project.

The proposed New Facility is a critical component of the Airport Expansion and Development Program (**"AEDP"**) for the City of Austin. If this New Facility is not constructed within the timeline, there is increased risk to the City of Austin and Central Texas to meet the projected aviation demands of the airlines serving or considering service to the City of Austin. Without additional fuel capacity, AUS may be required to issue fuel shortage alerts, which will require airlines to "ferry in fuel" with their incoming flights, at a significant cost increase for the flights to AUS. Alternatively, the airline may be required to stop at another airport for fuel after departure from AUS, thereby potentially putting in jeopardy the service levels and routes that otherwise would be considered non-stop service from AUS.

Section 1 - New Facility Information

New Facility Purpose & Need

AUS Fuels is a consortium of commercial airlines that constructs, owns and operates the Existing Facility at AUS, since the opening of AUS in 1999. The Existing Facility is a shared aviation fueling facility and operation. AUS Fuels consortium members include all of the domestic and international airlines operating out of AUS. Jet-A fuel storage facility corporations similar to AUS Fuels operate at most of the major international airports across the US.

AUS Fuels leases property from the City of Austin at AUS for the Existing Facility and associated infrastructure, and for the purposes of constructing and operating additional fueling facilities for airlines operating at AUS.

The Existing Facility is located along Spirit of Texas Drive is owned and operated by AUS Fuels and as noted above, has two bulks storage tanks with fuel storage capacity of a 2- to 3-day supply. The aviation industry average is to maintain a 5- to 7-day fuel supply at airports with the activity levels of AUS.

In addition, the capacity of fuel storage at the Existing Facility does not meet the standards for fuel capacity identified for future operational growth set forth in the [AUS 2040 Master Plan](#) (**"Master Plan"**). While expanding the storage capacity at the Existing Facility was identified as a potential option for additional fuel storage capability in the Master Plan, the Existing Facility site cannot be expanded to the extent necessary to accommodate the scale/amount of the additional fuel requirements resulting from the growth of the City of Austin and the new forecasts for air service demand at AUS. In addition to the capacity constraints, in the future the Existing Facility will need to be removed to provide for new taxiway realignment.

Fuel Capacity Solution

The proposed New Facility project is the first phase of a two phased fuel capacity solution to the

current capacity constraints at the Existing Facility. The New Facility project (which is Phase 1 of the overall, long term fuel capacity solution) will include the construction of new fuel offloading racks, two new above ground fuel storage tanks, and two new underground fuel transfer lines. The fueling capacity achieved in Phase 1 (in addition to the storage capacity at the Existing Facility) is anticipated to meet the fueling demands at AUS for the next decade. Construction for the New Facility (Phase 1) is scheduled to commence in spring 2022 and will take approximately 2 years to complete.

Phase 2 of the overall, long term fuel capacity solution will likely include an additional two (2) fuel storage tanks at the New Facility Site (plus related and required ancillary infrastructure) but are not anticipated to be required for 15-20 years.

The distance of the tanks located at the New Facility Site to residents is as follows:

	Nearest resident	
Phase 1 - Tank #1	743 ft.	Approximately 2 football fields
Phase 1 - Tank #2	640 ft.	
10-15 year plan Phase 2 - Tank #3	558 ft.	Approximately 1 1/2 football fields
Phase 2 - Tank #4	488 ft.	

Attachment A shows location and distance of the New Facility Site to residents.

Timeline

AUS Fuels contacted the DOA and held several discussions in September 2017 regarding the accelerated growth of air service at AUS and fuel capacity constraints of the Existing Facility. Based on these discussions, a review of passenger and flight forecasting and the need for additional fueling capacity was included in the AUS 2040 Master Plan In 2018. Soon thereafter, it was determined that the tanks located at the Existing Facility would soon have insufficient fuel storage capacity according to standards for fuel capacity identified in the [AUS 2040 Master Plan](#), and that it was prudent to initiate the program to construct additional fuel storage facilities.

Location Selection for New Facility Site

The conceptual fuel storage sizing and a location analysis was performed which confirmed that the location of the Existing Facility could not accommodate the construction of additional tanks of adequate size to hold the volume of Jet-A fuel required for the long-term needs for airline growth in the Austin market. Therefore, a review of existing vacant locations at AUS not already programmed for other direct aviation uses and suitable for fuel storage use was undertaken to

determine the optimum location for new fuel storage tanks.

The New Facility Site is located on airport property and is on the west side of U.S. Highway 183.

- **Master Plan Criteria** - The New Facility Site not only supports the optimum fueling operation at AUS, but is also consistent with the Master Plan criteria:
 1. It is not located in an area designated as land not suitable for development (ex. floodplain)
 2. It is not located in areas designated for the future development of direct aviation facilities (ex. airfield and terminals)
 3. It meets overall operational requirements to link the Existing Facility with the New Facility with transfer lines
 4. It supports the overall process for delivery of fuel to aircraft considering the future locations for additional aircraft operations and passenger areas such as airline gates, new concourses, runway/taxiways, cargo operations, general aviation, aircraft maintenance, and military operations.

Similarly, avoiding conflicts with existing infrastructure and conditions were considered for items that are prohibitively difficult to relocate, such as runways, taxiways, and aprons.

- **FAA Navigational Aids (NAVAIDs)** - NAVAIDs and other FAA facilities were avoided as well due to siting and function requirements, and the cost of coordination required if these facilities are affected.
- **Airspace Clearance** - FAA Part 77 surface refers to the critical navigable airspace around AUS. Development is restricted in these areas to avoid creating hazardous effect on air navigation.
- **Department of Defense Landfills** - The United States Air Force operated Bergstrom Air Force Base from the mid-1940s through the early 1990s prior to it being converted to AUS. The Airport property has seven closed landfills from former military operations, which total 65 acres. Landfills were closed according to federal and state regulations.
- **Floodplain** - The City of Austin Watershed Department is the jurisdiction having authority over the floodplain at AUS. These areas were avoided as flooding could potentially result in groundwater contamination should a leak occur during a flood event. Additionally, any flooding event would negatively affect the ability to operate as the New Facility. For this reason, most sites located on the southern edge of the Airport property were eliminated due to the seasonal flooding that occurs annually along FM 973 and Burleson Road.

- **Water Table** - Portions of AUS are located within the 100- and 500-year floodplain. This proximity to the floodplain results in substantial portions of AUS having high water tables, which is defined as the boundary between saturated and unsaturated soils. Any areas with high water tables are subject to flooding and they make any type of spill more difficult to control and limit infiltration into the groundwater. For reasons similar to the floodplain above, these areas were avoided for New Facility Site placement.
- **Roadway Accessibility** - Access to the facility for both delivery and fueling operations was a key consideration. The location for the New Facility needs to be accessible for large refueling vehicles and ease of access to major highways is preferred for these delivery operations. Similarly, access from the New Facility to the existing terminal is vital for continuing existing operations if the Existing Facility is to be removed at some point in the future. This factor was considered for all potential sites as access could result in substantial development costs and challenges to provide this access if it is not already present.

A detailed New Facility Site selection and alternatives are provided in Attachment B

Section 2 - Regulatory Requirements and Environment Assessment

National Environmental Policy Act (NEPA)	Completed
National Fire Protection Association (NFPA)	Completed
City Watershed Department	Completed
TCEQ	Completed
City site development notifications	Completed
FAA approval	Completed

Once the AUS Fuels design and development team completed the design and permitting phase for the New Facility, the AUS Fuels consultant team, led by Burns and McDonnell prepared a Focused Environmental Assessment ("**Focused EA**") as required by the Federal Aviation Administration ("**FAA**"). The purpose of the Focused EA is to disclose any potential environmental impacts resulting from the construction and operation of the proposed New Facility and to fulfill the National Environmental Policy Act (NEPA) Documentation requirement. The FAA was the lead agency for the preparation of the NEPA documentation. In accordance with FAA policies and procedures for implementing NEPA, the following is a list of key topics that were evaluated by the FAA through the Focused EA process: (1) air quality; (2) biological resources; (3) land use compatibility; (4) noise; (5) surface transportation; (6) water resources; (7) cultural resources; (8) environmental justice; (9) visual resources; and (10) hazardous materials.

The FAA reviewed the final Focused EA and prepared a Finding of No Significant Impact (FONSI) in April 2020. This FONSI is the decision document that demonstrates federal approval for the New Facility project. Details of the Focused EA is provided in Attachment C.

Subsequent to the receipt of the FONSI by AUS Fuels, the DOA engaged other independent consultants for the following purposes:

- ✓ To validate air quality data
- ✓ To validate alternate sites matrix
- ✓ To provide an AUS Fuel Facility Environmental Assessment Peer Review, incorporated herein at Attachment H

The New Facility project also required a protection plan under the National Fire Protection Association (NFPA) guides above ground storage tank design through NFPA 30 Chapter 22, which defines separation and setback requirements for fire and explosion protection. According to NFPA Chapter 22, Storage of Ignitable Liquids in Tanks – Aboveground Storage Tanks, in NFPA 30. Safety clearance requirements include:

Safety clearance requirements	Regulations	Proposed site
separation between the tanks	27	51
nearest allowed inhabitable structure	14	188
from property lines and public right of way	40	123

Section 3 - Community Involvement & Public Notification

Pursuant to FAA Order 1050.1F, the FAA should hold public meetings, workshops, or hearings, when appropriate. Such events can provide timely opportunities to discover potential controversial issues. Some factors that are helpful in deciding if a hearing, workshop, or meeting is appropriate include:

- (1) The proposed action's magnitude in terms of environmental impact, environmental controversy, cost, and/or extent of the affected geographical area;
- (2) The degree of interest that Federal, state, tribal, or local authorities or the public exhibit; and
- (3) The complexity of issues.

AUS 2040 Master Plan Public Outreach – Four Meetings

In 2018 the airport held four (4) Public Workshops before the AUS 2040 Master Plan was finalized in 2019. The workshops were promoted on the airport's website, invitations were mailed to nearby residents and businesses in coordination with the District 2 Council office, and yard signs publicizing the workshops were posted in nearby neighborhoods. Information about the airport

projects including the need for additional fuel storage capacity was discussed, briefed and feedback collected during the workshops. AUS 2040 Master Plan public meetings archived materials are available on the [AUS 2040 Master Plan](#) website.

AUS Fuels Consortium Focused Environmental Assessment

It was determined by the FAA that the proposed New Facility project's magnitude of environmental impact, controversy, and extent of geographic area were either minimal or nonexistent. The New Facility project has a minimal footprint, approximately 10 acres, and resulted in no significant adverse impacts to environmental resources. There was no interest in the New Facility project by federal or state agencies, nor any identified by the public during the development of the Focused EA. Therefore, a hearing, workshop, or meeting were not found to be needed or appropriate.

Per FAA Order 5050.4B, in addition to NEPA, airport projects may trigger other public participation requirements of various special purpose laws. For example, Executive Orders on Floodplains and Wetlands, 11988 and 11990, respectively, and regulations addressing National Register-listed or eligible historic properties at 36 CFR Part 800 require an opportunity for public review of actions that could affect those resources.

No special purpose laws were identified in the Focused EA which would have required public participation as per Section 403 of the Order.

District 2 Community Meetings – Six Meetings

In addition to the initial Master Plan four (4) workshops, and notwithstanding the fact that there were no FAA required public workshops for the Focused EA, the DOA joined District 2 Council staff for two (2) community meetings in October and November of 2021. Also, in response to City of Austin Council Resolution No. 20211209-061, DOA held four (4) more meetings, one virtual meeting and two limited attendance in-person meetings were held including simultaneous Spanish interpretation by professional interpreters.

Therefore, there were a total of ten (10) community meetings.

In the meetings, DOA presented information about the project, the AUS 2040 Master Plan, long-term airport development plans, the New Facility Site, safety features, layout, and design.

A description of the six (6) meetings is as follows:

- October 4, 2021- one virtual meeting
- November 10, 2021 - one in-person meeting
- Saturday, January 29, 2022 – two in-person meetings
- Saturday, January 19, 2022 - one virtual meeting

- Monday March 7, 2022 – one in-person meeting

In addition, as a component of the City of Austin required permitting processes, the City of Austin Development Services Department sent more than 100 notices to property owners within 500 feet of the center of the New Facility Site during the construction permitting process.

Community meetings notes and the construction permitting notification letter are set forth in Attachment D of this report.

Section 4 – Economic & Air Service Impact

Great care was taken to the project design to incorporate state of the art environmental safety features including secondary containment systems, leak detection, spill response, volume level sensors, and controls to achieve the highest level of environmental safety for air and water protection.

Potential cumulative impacts to the local economy and air service were analyzed by a third party to determine the effects of delaying this project. When decided to launch new service or make changes to current service, airline network planners take into consideration risks associated with low levels of fuel availability and costs associated with either tankering in fuel or planning for a fuel stop on departure flights.

The analysis used the latest available Economic Impact Study of Texas Aviation conducted by the TxDOT to formulate baseline assumptions and projections, which include an 8% increase in Million Annual Passengers (MAP) and a 6% increase in flight operations year-over-year between 2024 and 2028.

A delay in the New Facility project or locating the New Facility project to another location will require design, analysis, assessments, and necessary permits which took approximately thirty (30) months to complete. Under a constrained fuel capacity scenario, no new flights would be added after 2023 which would result in a cumulative impact of 106,776 lost jobs between 2024 and 2028 and \$4.7 billion lost in payroll and \$6.7 billion lost in output.

Graphs that represent this modeling are available in Attachment G of this report.

Conclusion

As more people and businesses move to Austin and Central Texas, AUS has experienced a rising demand for air travel, with early projections for 2022 passenger volumes meeting similar record-breaking numbers experienced in 2019, which saw over 17 million passengers fly out of AUS. AUS has become the fastest recovering airport in the county and continues to bring new air service to the region.

Commitment and award winning to environmental sustainability

AUS is committed to delivering airport improvement projects that create improved passenger experience, support our regional economic recovery through job creation, and provide the infrastructure needed to support airline operations. AUS is committed to sustainability and minimizing environmental impact.

To confirm the conclusions provided by the Focused EA and the other regulatory requirements, the DOA will hire a third party contractor to ensure project construction and operations compliance, and engaged an independent third party consultant team to review and provide comment to the Focused EA process and results (provided as Attachment H).

Critical Project path

Design, planning, permitting, and construction is a lengthy process, and all 61+ projects included in the Master Plan are dependent of each other linked by the timeline of delivery, funding commitment, and airline route sales. Delays in any of the projects such as the New Facility lead to further delays in delivering the Airport Expansion Development Program (AEDP), increased cost and risk of losing FAA funding.

The Department of Aviation recognizes the historic injustice endured by East Austinites who lived near the East Austin petroleum storage tanks and is committed to ensuring the Jet-A Fuel Storage Facility is a safe operation. It is important to understand the stark differences between the two facilities. Austin-Bergstrom International Airport is heavily controlled by federal, state, and city regulations. The Existing Facility and the New Facility will have safety and environmental controls, regular inspections and oversight of daily operations to maintain federal, state, and local compliance.

The Department of Aviation was requested to consider the acquisition of residential properties surrounding the Airport. Because the City, the owner and sponsor of the Airport, has accepted federal funds for the development of the Airport, it must comply with certain federal obligations. The City has entered into a series of grant agreements with the federal government acting through the FAA for the development of the Airport which contain a set of standard conditions governing the operation of the Airport called Grant Assurances. Information regarding the limitations related to the acquisition of residential properties by the Airport are set forth in Attachment I to this report.

Council Resolution No. 20211209-061 directed staff to conduct additional community meetings for residents adjacent to AUS that provided information regarding the site selection process for the new facility, alternative sites, previously conducted environmental assessments required and approved by the Federal Aviation Administration, and environmental studies related to air and water quality impacts of the new facility beyond the phase of construction. In response to this resolution, the Department of Aviation hosted three community information meetings, launched a project website in English and Spanish and produced an [original fuel facility operational](#)

[overview video.](#)

The Department of Aviation participated in three additional meetings led by the community and District 2 council office. Through these six (6) meetings, the Department of Aviation listened to community concerns, answered questions and used community feedback to improve the project's design and regulatory oversight.

In addition, the Department of Aviation is taking the following steps to improve community engagement and collaboration:

1. Create a "Green Team"
2. Hire a community engagement dedicated staff member
3. Hold regular briefings with the community on airport projects and a dedicated webpage for the AEDP
4. Hire a third-party contractor to ensure project construction and operations compliance
5. Hire a third party to validate the New Facility's Focused Environmental Assessment process – the report is provided as Attachment H.

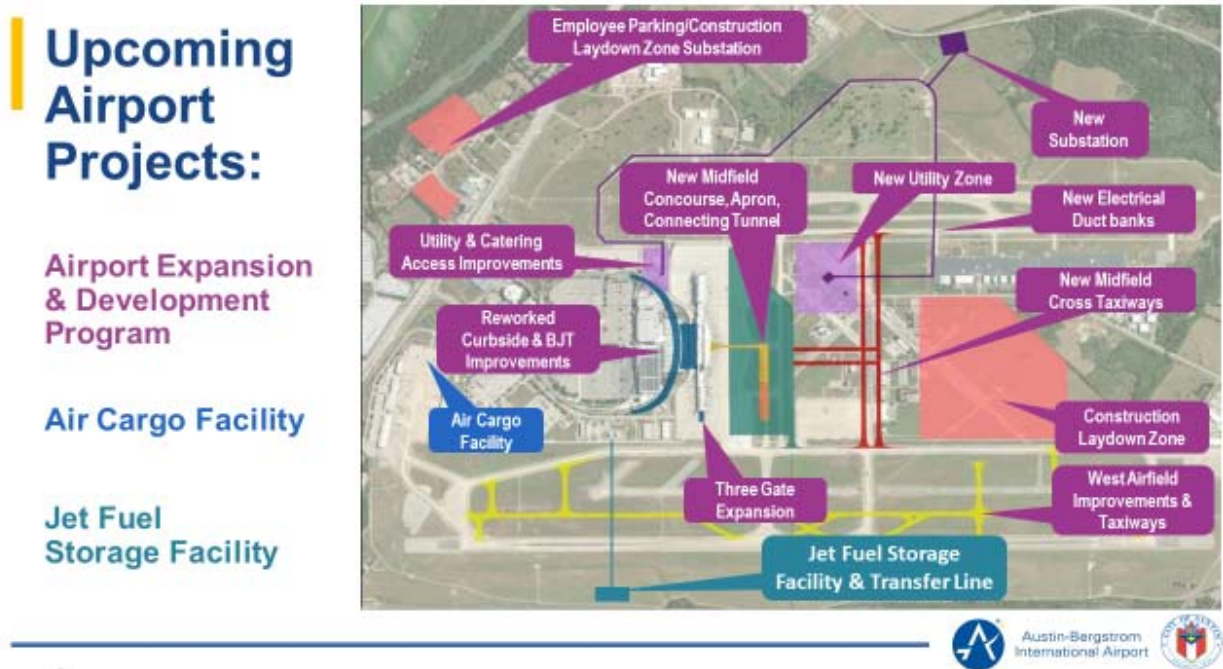
The Department of Aviation is grateful to the community and our airport-adjacent neighbors for their willingness to engage with us. We have learned from our neighbors the importance of timely and accessible information and investing in community relationships. Our understanding of the City's history of discriminatory policies and decisions that perpetuated a legacy of environmental injustice endured by East Austinites is crucial to making equitable and sound decisions for today and the future.

Thank you,

Jacqueline Yaft

Attachment A

Site Map and distance to residents



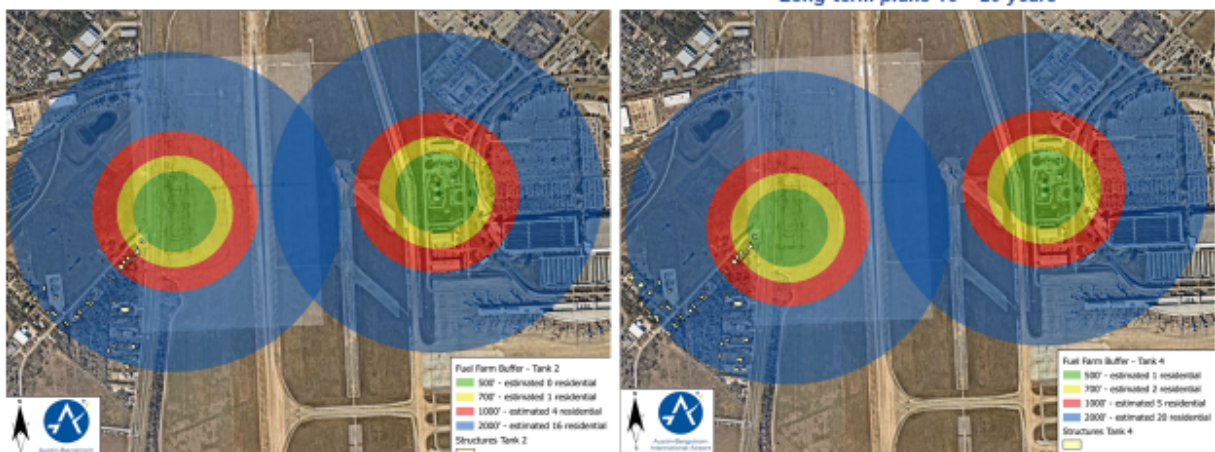
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Site Location – Distance

Phase 1 (2 Total Tanks)

Phase 2 (4 Total Tanks)

Long-term plans 15 – 20 years



6

Attachment B

Design and Safety Considerations

Safety Features

Federal Aviation Administration regulations requires airports to design and establish airport safety standards and inspection programs for all aviation fuel functions. The proposed New Facility will modernize the fuel receiving, storage, and delivery infrastructure to AUS, which will enhance the performance of fuel delivery in all respects, including operational, maintenance, reliability, safety, and environmental controls. The facility will have a lightening protection system that channels and collect energy from lightning strikes and distributes it safely into the ground, security system, safety shutoff valves, and access control and will have operators at the site 24/7.

Environmental protection measures include secondary tank containment systems, leak detection systems, spill response plans, sensors, and controls to achieve the highest level of safety, security, and reliability. Jet-A fuel is relatively a hard fuel to catch fire and combust. However, the facility will have monitoring systems, controls, and an automated fire suppression system. The Austin Fire Department's Aircraft Rescue and Firefighting personnel are stationed at the on-Airport fire station and regularly train to respond to the airport and aircraft-specific emergencies. Facility staff are also be trained in deploying fire suppression devices.

Jet-A Fuel Emissions

The Department of Aviation hired a third party firm to validate air quality models of the Existing Facility and to estimate the projected emission rate for the new facility. Based on their findings, the current fuel storage facility emits 4.3 tons of volatile organic compounds (VOCs), including 1.9 tons of emissions from the airplane refueling operations. Airplane refueling operations will not occur at the new facility. The new facility is estimated to emit approximately 3.6 tons of VOCs with two tanks under Phase 1 and approximately 7.2 tons of VOCs under Phase 2 with four tanks.

Emission levels from the tanks remain low because the fuel does not create a high volume of vapors. For Jet-A fuel to create vapors, 100 plus degrees must be regularly sustained. The tanks are designed to deflect heat and stay below 100 plus degrees, which the temperature that Jet-A fuel must sustain to create vapors. An additional reason for the low emission rate is that Jet-A fuel is combustible rather than flammable, which prevents it from producing vapors under normal working temperatures. Flammable liquids, such as gasoline, produce a higher rate of emissions because they may ignite and burn, causing vapors, under much lower temperatures. If any fuel vapors are created, they become diluted in the atmosphere and do not present a fire or explosion risk for the properties located on the west side of US Highway 183.

Vapor Recovery

Vapor recovery refers to air to liquid exchange that occurs when the liquid is transferred between containers. The container with the liquid will receive the air that is pushed out of the container being filled. This would occur both when the tanks are being filled and when the tanks are filling trucks. The proposed New Facility is equipped with vapor recovery to limit the fuel emissions

while in operation.

Facility Screening

Considering airport-adjacent neighbors, both residential and commercial, along McCall Lane and US Highway 183, the Department of Aviation will work with AUS Fuels to deliver improved decorative screening along Highway 183 that will include additional fencing, hard-scape and soft-scape elements. While the design elements and exact location of this decorative screening have not yet been finalized, the Department of Aviation is committed to designing the decorative screening elements during the construction phase of the project and will install the elements shortly after the completion of the proposed fuel storage facility. Construction and project updates will be shared with community members through the airport's monthly email newsletter and project website, SpeakUpAustin.org/AUSFuel.

Operational Considerations

The construction and operation of a fuel storage facility is heavily regulated by a variety of agencies. There are more than 10 federal laws and regulations related to the storage of hazardous materials. In addition, TCEQ is the state agency that regulates storage tanks. Compliance with all laws and regulations would be required for the New Facility once operational.

Attachment C

Environmental Assessment Process

State Permitting Process

Texas Department of Transportation (TxDOT) Approval

The Texas Department of Transportation (TxDOT) has approved a new entrance/exit within their US Highway 183 right-of-way (ROW) for vehicles to safely ingress and egress from the proposed New Facility. Vehicle volume on US Highway 183 from south of Ben White Blvd. to Montopolis Ln. are estimated to be approximately 44,950 vehicles per day. The New Facility is estimated to increase daily vehicle volumes by approximately 60 trucks per day with a two tank operations and 80 – 100 trucks per day with a four tank operation.

Texas Commission on Environmental Quality (TCEQ) approval

Air quality issues are guided by the Texas Commission on Environmental Quality (TCEQ). The [TCEQ Chapter 106 Permit By Rule \(PBR\) §106.472](#) makes sure the facility does not exceed 25 tons of volatile organic compounds (VOCs) emissions each year. Analysis from a third-party environmental consulting firm estimates that the proposed New Facility is projected to emit 3.6 tons with two tanks.

Given that this facility will meet the requirements for a permit by rule, a standalone TCEQ permit for air quality is not required and the documentation for the Air Unregistered Permit by Rule Authorization was submitted to the City of Austin in September 2020. The Department of Aviation has the ability to audit this Authorization form at any time to ensure they are in compliance. While the facility is exempt from adhering to TCEQ's [requirements for Petroleum Tank Storage](#), the Department of Aviation will require AUS Fuels to follow them.

The project adheres to Texas Pollutant Discharge Elimination System (TPDES) requirements which guides construction and post-construction stormwater management. The Airport is not within the continuing recharge, transition, or contributing zone of the Edwards Aquifer.

City Permitting Process

City of Austin Site Development and Construction Permits

The site plan application was submitted to the City of Austin Development Services Department and a notice of filing of application for administrative approval was mailed to qualifying property owners within 500 feet of the project. The City of Austin approved the site plan on November 22, 2021 and the building plan was approved on December 22, 2021.

Design Regulations

National Fire Protection Association (NFPA) Considerations

The National Fire Protection Association (NFPA) guides above ground storage tank design through NFPA 30 Chapter 22, which defines separation and setback requirements for fire and explosion

protection. NFPA regulations focus on fire and explosion protection rather than environmental items such as air pollutant emissions. Beyond 200 feet, vapor is considered diluted in the atmosphere so there are not regulations from NFPA beyond this distance for explosion or fire protection.

U.S. Environmental Protection Agency (EPA) Consideration

The Environmental Protection Agency (EPA) requires a Spill Prevention Control and Countermeasures (SPCC) Plan and a Facility Response Plan that guide spill mitigation efforts. These plans will be prepared by the design engineer prior to the facility opening for operations.

TCEQ Considerations

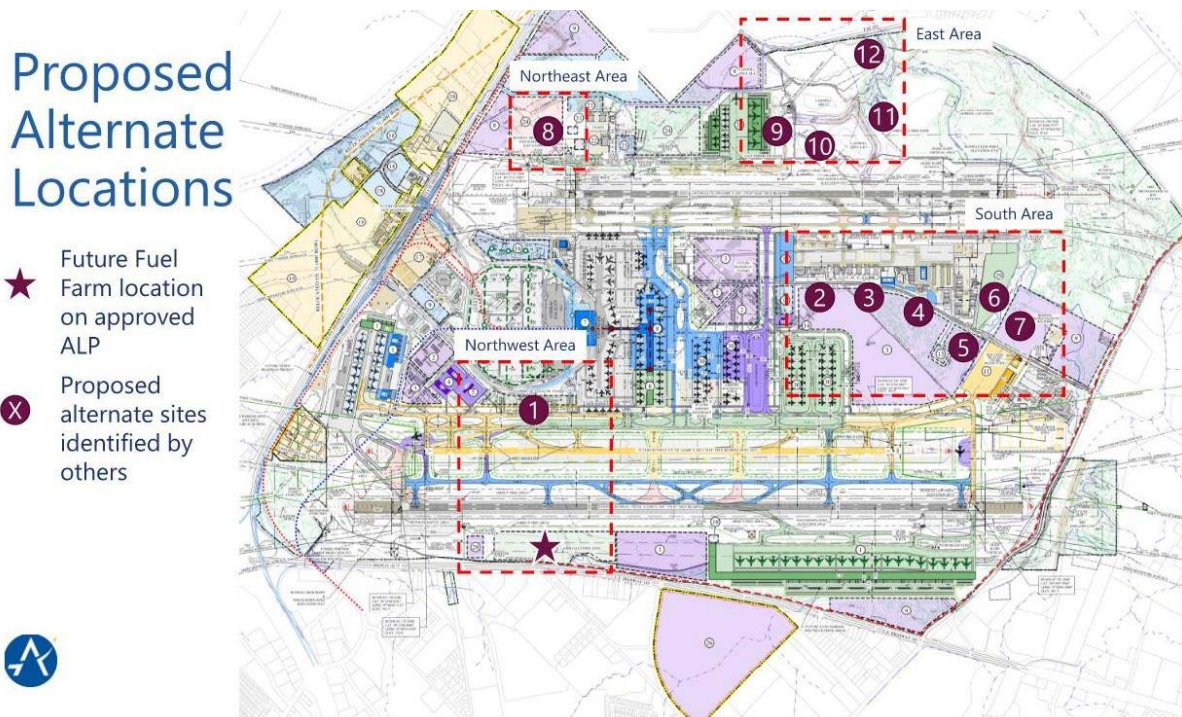
TCEQ has defined PST (Petroleum Storage Tank) requirements which are incorporated into the design of the proposed New Facility.

Attachment D

Alternative Site Selection Analysis

Alternative Sites Presented to the Department of Aviation

Twelve alternate locations were presented to the Department of Aviation by a community member for consideration towards relocation the facility. The figure below illustrates these locations and more detailed maps are provided in the appendix of this report:



Site 1 – Expand Existing Fuel storage facility

The existing site can be expanded to meet 2037 demand requirements per the AUS 2040 Master Plan; however, there is a triggering event for relocation of the site on Airport Layout Plan (ALP). This event is the construction of Runway 18C-36C and the ultimate location of Taxiway C. Once this development is needed, the site becomes constrained by the parallel taxiway and associated safety areas. The existing fuel tanks would need to be removed, which would eliminate not only the expansion capabilities but also the existing capacity. The existing fuel storage facility will ultimately need to be demolished based on the proposed ultimate development plan for AUS.

Site 1 is not ideally located to take advantage of hydrant fueling or future fuel delivery line as the line would conflict with the existing concourse and aircraft parking apron. In summary, expanding the current site conflicts with the third runway and new parallel taxiway and as such, the existing fuel storage facility will ultimately need to be relocated so any expansion would be a short-term solution rather than a permanent solution.

Sites 2, 3, 4, 5, 6, and 7 – South Area Locations

Sites 2 through 7 are located along Emma Browning Avenue south of the existing airfield complex. These sites present a multitude of challenges for development. First, Sites 2, 3, 4, 5, and 7 are located within the Aeronautical Development Area on the AUS 2040 Master Plan. These areas are reserved for aviation uses such as runway, taxiways, aprons, terminal, and hangar facilities. This would require extensive coordination and may ultimately be rejected by the FAA as this area is preserved by FAA guidance. Site 6 is located within an existing tenant area that is slated for future expansion by the tenant. This conflict would further complicate development of this parcel.

Sites 2 through 7 also create conflicts with the ultimate future expansion of AUS. The AUS 2040 Master Plan shows additional concourses and airfield areas south of the proposed concourse which would ultimately create conflicts at these locations.

Vehicular access presents another set of obstacles. These locations are not connected to the existing on-airport service road circulation network so access to aircraft would be limited for servicing the existing terminal. Even if connected, all refueling trucks would be required to cross active Taxiways G and H, which would increase the conflicts between aircraft and fuel trucks and reduce safety. Additionally, as noted above, access to these sites is provided via FM 973 and Burleson Road, which are subject to flooding. This would likely result in missed deliveries that would negatively affect aircraft operations. This is true for Sites 2 through 7.

Sites 5, 6, and 7 have additional challenges beyond those noted above. All these sites are located within or very close to the 100-year floodplain and Onion Creek. As discussed above, these areas were deemed environmentally sensitive and were avoided to limit potential environmental impacts.

In summary, Sites 2 through 7 present significant operational and environmental hurdles and would affect future development potential at AUS. For these reasons, Sites 2 through 7 are not preferred locations.

Site 8 – Northeast Area

Site 8 is located northeast of the existing airfield areas and directly north of the existing TxDOT aviation area. The primary challenge with this site is access to the existing airfield. A new service road would need to be constructed that would create conflicts with Runway 18L due to potential height restrictions. Additionally, a new taxiway crossing at Taxiway G would be required to access the terminal apron. This reduces safety by introducing new aircraft and fueling truck conflicts. Additionally, this location is substantially farther away than the existing fuel storage facility, which would increase operation times for fueling.

The proposed hydrant fueling system would present another problem for this site as it is not located in a direct path to the midfield concourse. This routing would be complicated and would significantly affect the cost of the system and limit future development options. Given the required complexity, a fuel system may not be feasible for this site and that would create further

effects on future operations.

This site is adjacent to existing FAA NAVAIDs, such as the Runway 18L glideslope as well as the RTR-3. Both would need to be evaluated to ensure the proposed New Facility would not adversely affect the operations of these facilities. Additionally, the transfer line would likely conflict with the existing drainage facilities.

Additional considerations are the land use compatibility associated with this parcel. The AUS 2040 Master Plan designated this area for Aircraft Maintenance Expansion which is limited around the airfield. Coordination with the FAA would be required to re-designate this to a compatible land use. Delivery access limitations is another consideration as access would only be available from State Highway (SH) 71 eastbound frontage road. Given the complexity of the SH 71 and U.S. Highway 183 intersection, this location may be affected by traffic congestion which would negatively affect fueling operations. Further complicating location is that this area is significantly developed which limits expansion opportunities for this area. If all the areas were allocated for the proposed New Facility, the maintenance facility, TxDOT apron, and future airspace areas would be limited in their development potential.

In conclusion, the difficulty with providing fueling operations as well as incompatible land use make this site less preferable when compared to other locations.

Sites 9, 10, 11, and 12 – East Area Locations

Sites 9 through 12 are located on the eastern edge of the Airport property to the south of the existing and proposed concourse areas. Like the south area locations, the primary difficulty with this site is access to the terminal for providing fueling operations. Due to the distance, fuel truck delivery time to the terminal would be significantly increased. If located here, a new service road would be required that would introduce additional taxiway crossing for fuel vehicles.

Sites 9 and 10 are located within the Airport Surveillance Radar (ASR) critical area, which is an important FAA NAVAID. Close coordination would be required with the FAA to develop in these areas and restrictions would apply to both the proposed New Facility and potentially trucking operations if these sites were chosen.

Environmental impacts are also key considerations for these locations. As with the South locations, Sites 9 through 12 are located near or within the floodplain areas. Site 9 would affect existing stormwater drainage routing that would need to be mitigated to avoid creating additional drainage issues. Site 10 would affect monitoring wells for Landfill areas 6 and 7. Sites 11 and 12 would require installing an access across Onion Creek or the existing 100-year floodplain. Additional precautions would need to be developed to ensure any site developed in these areas would not cause harm to these areas. Site 12 is adjacent to an identified archaeological site which would limit development potential.

The hydrant fuel line presents another problem in that there is not direct access to the proposed concourse area. Similar to Site 8, the complexity required may make this operation cost

prohibitive, which would significantly affect future operational capability for the midfield concourse.

Site Summary

Item	1	2	3	4	5	6	7	8	9	10	11	12
Conflict with Existing or Future Airfield/NAVAIDs												
Conflict with Existing or Planned Land Use												
Conflict with Existing Tenant Lease or Building												
AOA Perimeter Modification Required												
Environmental / NEPA Potential Conflict												
Drainage Channel Modifications Required												
Delivery Fuel Truck Conflicts												
Airside Fuel Truck Access Issues/Conflicts												
Airside Fuel Truck Movement Area Crossings												
Future Hydrant Fueling Issues/Conflicts												
Future Fuel Delivery Line Modifications Required												
Conflict with Ultimate 60-70 MAP Term. Concept												



Attachment E

Presentation at the Community Information Meeting January 29, 2022

Airplane Fuel Storage Facility

Community Information Meeting

Saturday, January 29, 2022



Austin-Bergstrom
International Airport



Agenda

- Introduction & Meeting Purpose
- Airport Modernization & Improvements
- Fuel Facility Operations Video
- New Fuel Storage Facility
 - Design & Location Overview
 - Operations Overview
 - Safety & Security Features
 - Site Selection & Alternative Sites
 - Previously Conducted Environmental Assessment
 - Environmental Studies: Air & Water Quality
 - Next Steps
- Q&A Session



Jacqueline Yaft
Chief Executive Officer
Department of Aviation



Shane Harbinson
Deputy Chief of Planning & Development
Department of Aviation



Lyn Estabrook
Airport Planning & Development
Division Manager
Department of Aviation

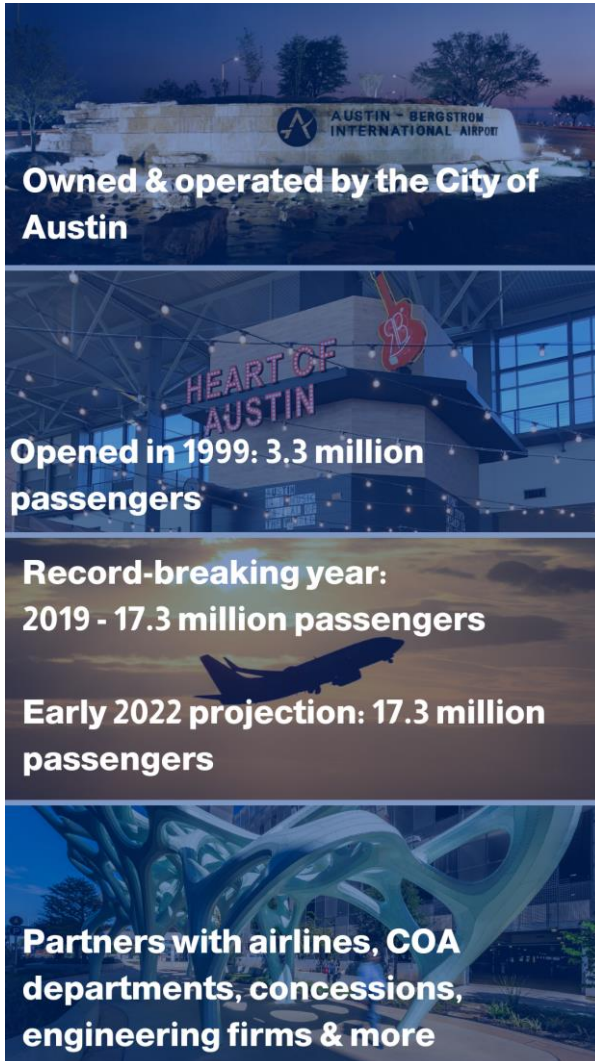


Molly Waller
Principal Planner & CEO
Centurion Planning & Design



Austin-Bergstrom
International Airport

Introduction & Meeting Purpose



Why we are here today

- To communicate with airport-adjacent community members about the new Jet-A fuel storage facility
- To respond to community questions and concerns about the project
- To make sure information is available to our airport-adjacent communities in English and Spanish

IFC Resolution No 20211209-061

- The City Manager is directed to conduct community information meetings for residents adjacent to AUS. The community meetings will provide information regarding:
 1. **The site selection process for the new Jet-A fuel storage facility;**
 2. **Alternative sites for the new fuel storage facility;**
 3. **Previously conducted environmental assessments required by the FAA; and**
 4. **Environmental studies related to air and water quality impacts of the new fuel storage facility location beyond the phase of construction.**
- The community information meetings will also provide a sufficient and accessible public comment setting in multiple languages to ensure impacted residents are included. Notification of the community information meetings will be conducted in a manner which is easily accessible to residents adjacent to AUS, including but not limited to, door-to-door notification, mailers, and printed, radio, and social media.
- The City Manager is directed to provide a Council briefing regarding the recommended site for the Jet-A fuel storage facility, including information related to the governmental compliance process and environmental impact review process for the project, and to report on the comparison of any measured air pollutants of AUS fuel storage facility with the previous years' measurement, and communicate any potential effects of specific changes to air quality based on the new Jet-A fuel storage facility. A memo will be provided to Council no later than March 9, 2022.

AUS Modernization & Improvements

- The 2040 Master Plan outlines the airport's modernization & improvement projects over the next 20 years
 - Approved by Austin City Council & The Federal Aviation Administration
- **61 total Master Plan projects, including:**
 - New front terminal building
 - New midfield concourse for more airline gates
 - Runway & airfield improvements
 - New fuel facility on the west side of the west runway



AUS Modernization & Improvements

- AUS supports business & residential growth in Austin, Central Texas, and beyond
- AUS is working hard to meet the immediate needs of more flights & anticipated increased air service in the future
- AUS COVID-19 recovery has happened faster than originally predicted
 - Early projections for this year show a return to pre-pandemic passenger volumes
- **Why does AUS need a new fuel storage facility?**
 - To keep up with daily take-offs and landings at AUS
 - AUS has an average of 2 - 3 days worth of fuel; Industry average is 5 – 7 days
 - On busy travel days, AUS's current fuel storage facility has critically low fuel levels
 - This spring, AUS is welcoming new airlines, new nonstop destinations, and more flights
 - A new fuel storage facility is needed to support a projected 30 million annual passengers by 2040

New Fuel Storage Facility

- Owned & operated by AUS airlines
- On AUS property – inside the airport's fence-line
- Daily vehicle volumes on US 183: 44,950*
 - Negligible impact on traffic
Daily fuel truck volumes are estimated to be:
 - **Phase 1:** Approximately 60 trucks per day
 - **Phase 2:** Approximately 80 – 100 trucks per day

Distances measured from furthest edge of tanks to closest edge of structure, not the property line

**South of Ben White, North of Montopolis, latest available TxDOT data from 2019*

Phase 1

2 tanks

Properties within 500 feet of the site center were mailed a site plan notification

48 ft. tall, 80 ft. wide

Construction anticipated to start spring 2022

Completion within 2 years

Approximate distance from nearest business & home:

Tank 1: 622 ft. & 743 ft.

Tank 2: 522 ft. & 640 ft.

Phase 2

2 tanks

Long-term plans
Estimated 15 – 20 years

New site plan permit required
Same notification process will be used

Demolition of original facility for *hydrant fueling* operations

Approximate distance from nearest business & home:

Tank 3: 446 ft. & 558 ft.

Tank 4: 390 ft. & 488 ft.



Barbara Jordan Terminal



New Jet Fuel Storage
Facility Site

US 183

New Fuel Storage Facility

Safety & Security Features

Fire Prevention & Response

Fuel storage tanks are bonded to ensure static electricity doesn't spark a fire

Tanks are equipped with state-of-the-art foam fire suppression systems

Tanks are temperature controlled and designed to deflect heat

Lightning protection systems

All airports are required by the FAA to suspend operations including fueling, when lightning is within 5 miles

The tanks have lightning rods that channel and collect energy, grounds it and distributes it safely away from the facility

Spill & Leak Prevention

A corrosion detection system warns operators long before a leak could occur

High & low fuel level sensors warn operators of potential fuel level issues

An auto shut-off valve is activated if the tanks reach too high of a fuel level

The fuel storage facility is built on top of concrete

A lined tank containment structure provides extra protection in the unlikely event of a spill or leak

Annual inspections verify the tanks are structurally secure and that safety valves and sensors are working properly

For added security, access into the facility is controlled, staffed, and monitored 24/7 by Menzies

Permitting & Inspection Agencies

Local, state, and federal – Before construction & throughout operations

City of Austin, Development Services Department

- Approval is required for site plan & permits for fire suppression, drainage, electric, mechanical, wastewater & more

City of Austin, Department of Aviation

- Conducts safety and environmental inspections annually
- Quarterly reviews of airlines' inspections

City of Austin Watershed Department

- Site inspections every other year – spills, leaks, potential issues, spill response, waste logs, waste is disposed of properly

Austin Fire Department

- Conducts safety inspections every three months; Approves Hazardous Materials Storage permit

State of Texas – Texas Commission on Environmental Quality (TCEQ), Texas Department of Transportation (TxDOT)

- Approval is required for stormwater permits for construction and operation, underground piping permit, Air Permit by Rule, and right-of-way access permit for US 183 entrance

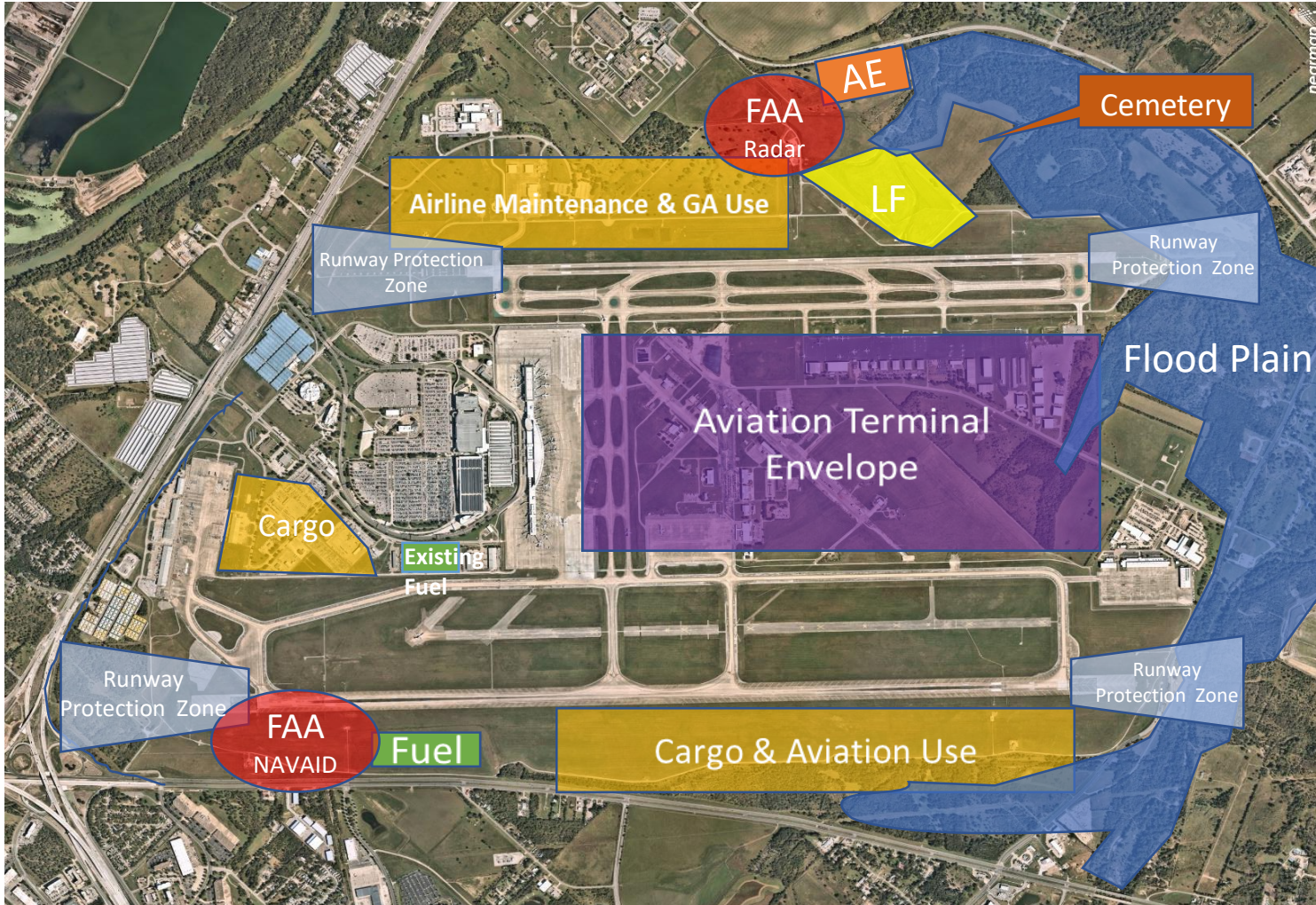
Federal Aviation Administration

- Approval is required for the Environmental Assessment; Construction Safety Phasing plan

IFC Resolution No 20211209-061

- The City Manager is directed to conduct community information meetings for residents adjacent to AUS. The community meetings will provide information regarding:
 - 1. *The site selection process for the new Jet-A fuel storage facility;***
 - 2. *Alternative sites for the new fuel storage facility;***
 3. Previously conducted environmental assessments required by the FAA; and
 4. Environmental studies related to air and water quality impacts of the new fuel storage facility location beyond the phase of construction.

Airport Uses & Site Selection



- The fuel storage facility site was selected because:
 - Complies with the City of Austin Land Development Code (LDC)
 - It does not conflict with future airport improvements and development and their buffer zones
 - New midfield concourses
 - Realigned and improved taxiways
 - An eventual third runway
 - General aviation
 - Cargo operations
 - Military facilities

New Fuel Storage Facility

Site Selection Process

- The fuel storage facility site was selected because:
 - It complies with the City of Austin Land Development Code (LDC)
 - LDC guides all development in Austin & preserves land use compatibility
 - It does not conflict with future airport improvements and development and their buffer zones
 - New midfield concourses
 - Realigned and improved taxiways
 - An eventual third runway
 - General aviation
 - Cargo operations
 - Military facilities
 - Until the midfield concourse opens, it allows the two fuel storage facilities to connect underground to maximize fuel capacity and keeps airplane refueling truck operations at the existing site

New Fuel Storage Facility

Alternative Sites

- Alternative sites were evaluated by a third-party engineering firm, which considered:
 - Does this site impact **environmentally sensitive** areas?
 - *Flood plain; archeological sites; Onion Creek*
 - Is this site **already dedicated** to another project or **already in use**?
 - Third runway; new gates; midfield concourses; airfield infrastructure; general aviation
 - Does this site meet FAA design criteria standards?
 - Is this site compatible with the City of Austin Land Development Code?
 - Can we connect this site to the existing facility?
 - Will this site work with future hydrant fueling plans?
 - Are there impacts to drainage operations?
 - How would this site impact overall fuel operations?

New Fuel Storage Facility

Alternative Sites

- **Expand existing fuel storage facility**
 - This site will become a taxiway for a third runway
 - Incompatible with hydrant fueling
- **Southern sites – West of Emma Browning Ave.**
 - These sites will become long-term parallel concourses
 - No airport service road connectivity
 - Certain sites already in use by general aviation
 - Certain sites too close to Onion Creek & 100-year floodplain

New Fuel Storage Facility

Alternative Sites – Findings of third-party engineering firm

- **Northeast site – In between Golf Course Rd & E. Perimeter Rd**
 - Located in aircraft maintenance expansion area
 - No airport service road connectivity
- **East sites – West of FM 973, east of E. Perimeter Rd.**
 - No airport service road connectivity
 - Are located within FAA navigation radar zone
 - Require crossing Onion Creek or are in close proximity to the 100-year floodplain
 - Would require relocation of a drainage channel
 - Require demolition of buildings currently in-use
 - Are too close to a landfill and cemetery
 - Already selected for new Austin Energy substation

IFC Resolution No 20211209-061

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 - 3. Previously conducted environmental assessments required by the FAA; and**
 4. Environmental studies related to air and water quality impacts of the new fuel storage facility location beyond the phase of construction.

Previous Environmental Assessment

What is NEPA?

- National Environmental Policy Act of 1969 (NEPA) requires federal agencies to assess the environmental effects of their proposed actions before making decisions
- President's Council on Environmental Quality (CEQ) oversees federal agency implementation of NEPA
- Federal agencies are charged with the development of policies and procedures for implementation of NEPA requirements

Previous Environmental Assessment

Federal Aviation Administration (FAA) Implementation of NEPA

- FAA requires NEPA analysis for projects receiving grant funding or requiring a change to the airport layout plan (ALP)
- 3 levels of analysis – categorical exclusion, environmental assessment, environmental impact statement
- 21 environmental categories require an evaluation and possible consultation or coordination with state and federal agencies
- Levels and types of analysis are dependent on impact thresholds as established within FAA Order 1050.1 and 5050.4

Environmental Impacts from Proposed Action

- 21 resource categories evaluated, thresholds of significance are outlined within FAA Orders 1050.1 and 5050.4.
- Temporary construction-related impacts – noise, air quality, water quality
 - These impacts will be minimized by implementing construction Best Management Practices.
- Social impacts resulting from modifying the Highway 183/Metropolis Drive interchange
 - Planned improvements include the addition of a 4th signal at the intersection and acceleration and deceleration lanes.
- Solid and hazardous material impacts resulting from construction and the introduction of hazardous materials to the project site.
 - These impacts will be minimized using best management practices and industry-standard construction methods and materials.
- Resources in the project area that were avoided include
 - Wetlands
 - Biological resources
 - 100-year floodplain

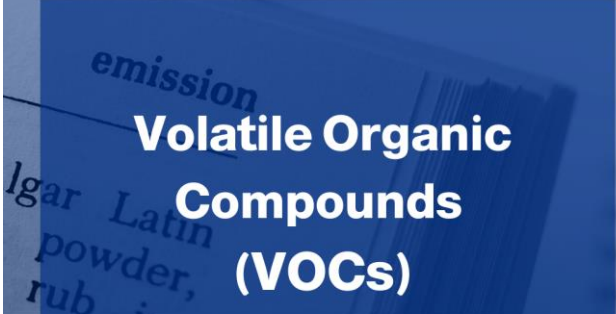
IFC Resolution No 20211209-061

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 3. Previously conducted environmental assessments required by the FAA; and
 4. **Environmental studies related to air and water quality impacts of the new fuel storage facility location beyond the phase of construction.**

Environmental Studies

Air Quality

- The new facility's TCEQ air permit allows it to emit up to **25 tons of VOC** emissions each year
 - Existing facility emits approximately **4.3 tons** of VOCs
 - Includes **1.9 tons** of Jet-A VOCs from airplane refueling operations
 - Phase 1 is estimated to emit approximately **3.6 tons** of VOCs
 - Does not include airplane refueling operations
- Fuel vapor levels are low because tanks and fuel are not hot
- Emissions from the tanks and fuel delivery process become diluted past approximately 200 feet



Volatile Organic Compounds (VOCs)

- Emissions from liquids & fuel, including Jet-A
- Created from a variety of chemicals
- Put into the air by vapors
- 100 plus degrees must be sustained to create Jet-A fuel vapors



Environmental Studies

Water Quality

- **EPA Spill Prevention Control and Countermeasures (SPCC), Plan and Facility Response Plan**
 - The design engineer will prepare these before the facility is operational
 - Plans must meet federal standards
 - These plans are audited by AUS and can be audited by the federal government
- **State of Texas, TCEQ**
 - Reviews and approves stormwater permits for construction and operation
- **City of Austin Watershed Department Inspections**
 - Inspects for leaks, spills, any potential issues, spill response and ensures waste is disposed of properly
- **City of Austin Department of Aviation Annual Inspection**
 - Safety
 - Security
 - Environmental

New Fuel Storage Facility

Next Steps

Based on feedback from the community, AUS will:

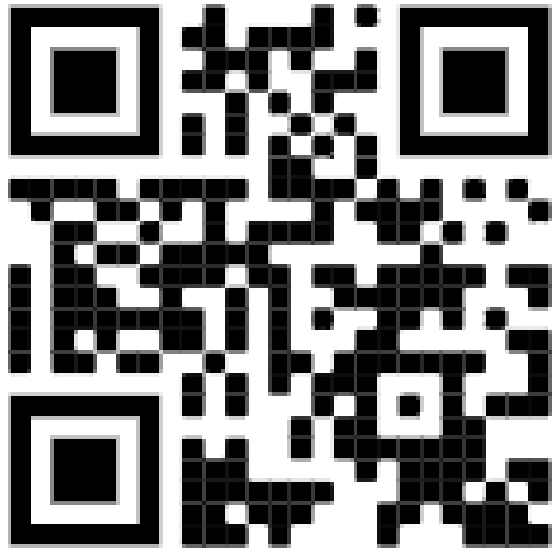
- Require the airlines to implement methods to monitor emissions from the tanks
- Validate air quality data by an independent air quality expert
- Hire an independent water quality expert to review annual water quality reports
- Continue to conduct annual safety, security & environmental inspections



New Fuel Storage Facility

Next Steps

AUS will provide facility construction updates to community members through the airport's monthly "Stay in Tune" e-newsletter



- Scan the QR code to sign up for the airport's newsletter
- View project updates at SpeakUpAustin.Org/AUSFuel

New Fuel Storage Facility

Next Steps

AUS is working with the airlines to redesign the US 183 facing portion of the fuel storage facility

- A new decorative security fence along the project line
- Enhanced landscaping & hardscaping

New Fuel Storage Facility

Next Steps

AUS is working with the airlines to redesign the US 183 facing portion of the fuel storage facility

- A new decorative security fence along the project line
- Enhanced landscaping & hardscaping

Resources

- **For project information & all meeting materials:**
 - SpeakUpAustin.org/AUSFuel
- **To learn more about upcoming AUS improvement projects:**
 - AustinTexas.gov/AEDP
- **To learn more about AUS Environmental Affairs:**
 - AustinTexas.gov/Department/Environmental-Responsibility

Thank you!

Community Information
Meeting for the AUS
Fuel Storage Facility Project


January 29, 2022



**AUS Fuel Facility Communication Outreach
For January 29 Community Meeting**

AUS staff conducted public notification efforts to ensure impacted residents were appropriately notified of the opportunity to attend Public Information Meetings. The following table provides a timeline of public notification activities:

Public Notification Activity	Date(s)	Languages	Additional Information
Mailed invitations	Postmarked on 1/18/2022	English, Spanish	Mailed to 1,324 homes and business south of Highway 71 and north of Burleson Road, west of 183 and east of Stassney Lane
Yard signs	Deployed in neighborhoods 1/19/2022 and on airport property on 1/25/2022	English, Spanish	25 yard signs were deployed. Locations include 2 at the McCall Ln/McKinney Falls, 1 at McCall Ln/Seeling Dr., 2 at McCall Ln/US 183, 2 in the grass median across on McKinney Falls, in front of the Colorado Crossing neighborhood, and 3 at the US 183 and Montopolis Dr. intersection. Airport locations included the Cell Phone Lot, the walkway and sidewalks between Economy parking and the garages, Cap Metro bus stop 5099 and along Spirit of Texas Dr.
Radio ads	1/17 – 1/28/2022	English, Spanish	40 ad-spots ran on KAZI 88.7 FM 52 ad-spots ran on KLZT 107.1 FM
Print ad	January edition of <i>La Voz</i>	Spanish	“Save the date” messaging included in the print advertisement with information about the meeting date and time; included AUS media email encouraging interested readers to register for the event. Distribution began the first week of January. Per <i>La Voz</i> , newspapers are distributed to restaurants, taquerias, libraries, schools, government offices and at community meetings in Travis County and surrounding counties.
Social media	1/10/2022 – ongoing	English, Spanish	13 social media posts were shared to the AUS social media accounts and 2 Next Door posts were shared through the City of Austin’s Next Door account
E-Newsletter	1/26/2022	English	Included save the date messaging in the AUS monthly e-newsletter. The January edition was distributed on January 26 to 43,336 subscribers. SpeakUpAustin page, AUS engagement email and 3-1-1 were provided as contact/resources for further information.

			<p>Screenshot:</p> <p>You're invited to a community information meeting on Jan. 29th</p>  <p>Join airport officials on Saturday, January 29 at 3:00 p.m. (CT) to learn more about Austin-Bergstrom International Airport's new airplane fuel facility. During the meeting, we'll take an inside look at what airplane fuel facilities are, why they're important for airports to operate efficiently and safely, and more! There will be time for Q&A during the meeting. <i>Spanish interpretation will be provided.</i></p> <p>If you know someone who would like to learn more about this project but has limited access to internet and technology, please email us at AirportEngagement@AustinTexas.gov or call 3-1-1 for more information about in-person opportunities. Due to COVID-19 safety protocols, attendance will be limited for the two in-person sessions and all attendees must register in advance.</p> <p>Submit questions in advance & learn more at SpeakUpAustin.org/AUSFuel</p>
Email invitations	1/11	English	Emails invitations were sent to the Colorado River Conservancy, Travis Audubon Society, PODER, GAVA, DogsHead Neighborhood Association, Richland Estates Neighborhood Association, Austin's Colony HOA, Chaparral Crossing HOA, Berdoll Crossing HOA, Far Southeast Improvement Association, Del Valle Community Coalition, Easton Park Master Community, neighborhood representatives from Colorado Crossing and McCall Lane, a business representative from the Met Center, Airport Advisory Commission members, and City Council offices
Council office media kits	1/13/2022	English, Spanish	The digital media kit included graphics and copy for social media and newsletters
New website	1/10/2022	English, Spanish	Website with English: https://www.speakupaustin.org/ausfuel Website with Spanish translations: https://www.speakupaustin.org/ausfuel-es
Media advisories	1/10/ 2022 & 1/28/2022	English	Link to view Jan. 10 media advisory: https://mailchi.mp/e18b00383ea0/advisory-aus-to-host-airplane-fuel-facility-communityinformation-meetings?e=[UNIQID] Link to view Jan. 28 media advisory: https://mailchi.mp/e477a22e5d65/advisory-aus-to-host-airplane-fuel-facility-communityinformation-meetings-328826?e=[UNIQID]
Press release	1/29/2022	English	Link to view press release (uploaded to the AUS website day of distribution; Spanish translation capabilities on website platform): https://www.austintexas.gov/news/austin-bergstrom-international-airport-hosts-community-information-meetings-about-future-jet-fuel-storage-facility


Attachment F

Memos to Mayor and Council



MEMORANDUM

TO: Mayor and Council Members

FROM: Jacqueline Yaft, Chief Executive Officer
Aviation Department 

DATE: February 7, 2022

SUBJECT: Council Resolution No. 20211209-061: Jet Fuel Storage Facility Community Information Meetings – Staff Response


The purpose of this memo is to provide a summary to Council regarding the information shared during the community interest meetings, as well as the community notification process related to the proposed jet fuel storage facility.

Council Resolution No. 20211209-061 directed staff to conduct community information meetings for residents adjacent to AUS that provided information regarding the site selection process for the new facility, alternative sites for the new facility, previously conducted environmental assessments required by the Federal Aviation Administration, and environmental studies related to air and water quality impacts of the new facility beyond the phase of construction.

The Aviation Department (AUS) collaborated with adjacent neighborhood representatives to host Three (3) community information meetings on Saturday, January 29, 2022; two (2) in-person sessions and one (1) virtual session. The in-person meetings were hosted on the airport campus under robust COVID-19 safety protocols, with a total of five (5) participants for the two in-person meetings and sixty-two (62) attendees participated in the virtual meeting via a Zoom link. All meetings included Spanish interpretation.

AUS staff conducted public notification efforts under direction from the resolution to ensure impacted residents were included. The following table provides a timeline of public notification activities:

Public Notification Activity	Date(s)	Languages	Additional Information
Mailed invitations	Postmarked on 1/18/2022	English, Spanish	Mailed to 1,324 homes and business south of Highway 71 and north of Burleson Road, west of 183 and east of Stassney Lane
Yard signs	Deployed in neighborhoods 1/19/2022 and on airport property on 1/25/2022	English, Spanish	25 yard signs were deployed. Locations include 2 at the McCall Ln/McKinney Falls, 1 at McCall Ln/Seeling Dr., 2 at McCall Ln/US 183, 2 in the grass median across on McKinney Falls, in front of the Colorado Crossing neighborhood, and 3 at the US 183 and Montopolis Dr. intersection. Airport locations included the Cell Phone Lot, the walkway and sidewalks between Economy parking and the garages, Cap Metro bus stop 5099 and along Spirit of Texas Dr.

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Email invitations	1/11	English	Emails invitations were sent to the Colorado River Conservancy, Travis Audubon Society, PODER, GAVA, DogsHead Neighborhood Association, Richland Estates Neighborhood Association, Austin's Colony HOA, Chaparral Crossing HOA, Berdoll Crossing HOA, Far Southeast Improvement Association, Del Valle Community Coalition, Easton Park Master Community, neighborhood representatives from Colorado Crossing and McCall Lane, a business representative from the Met Center, 55

			Airport Advisory Commission members, and City Council offices
Council office media kits	1/13/2022	English, Spanish	The digital media kit included graphics and copy for social media and newsletters
New website	1/10/2022	English, Spanish	Website with English: https://www.speakupaustin.org/ausfuel Website with Spanish translations: https://www.speakupaustin.org/ausfuel-es
Media advisories	1/10/ 2022 & 1/28/2022	English	Link to view Jan. 10 media advisory: https://mailchi.mp/e18b00383ea0/advisory-aus-to-host-airplane-fuel-facility-communityinformation-meetings?e=[UNIQID] Link to view Jan. 28 media advisory: https://mailchi.mp/e477a22e5d65/advisory-aus-to-host-airplane-fuel-facility-communityinformation-meetings-328826?e=[UNIQID]
Press release	1/29/2022	English	Link to view press release: https://www.austintexas.gov/news/austin-bergstrom-international-airport-hosts-community-information-meetings-about-future-jet-fuel-storage-facility

Information presented at the community meetings included:

- The site selection process;
- review of alternative sites;
- water quality, air quality and emissions;
- site security and environmental safety during operation;
- proposed renderings of the built-out site;
- previously conducted environmental assessment; and
- site impacts to US Highway 183 due to daily vehicle volumes needed to operate the fuel facility and planned mitigations identified through the previously conducted environmental assessment.

All meeting materials are available on the project's website at SpeakUpAustin.org/AUSFuel.

Should you have any questions, please contact me at 512-530-5070.

CC: Spencer Cronk, City Manager
Gina Fiandaca, Assistant City Manager



MEMORANDUM

TO: Mayor and Council Members

FROM: Jacqueline Yaft, Chief Executive Officer
Aviation Department

DATE: March 17, 2022

SUBJECT: Jet-A Fuel Storage Facility Briefing – City Council Resolution No. 20211209-061

The purpose of this memo is to respond to Council Resolution No. 20211209-061 which directed staff to provide a Council briefing memo regarding the site for the new Jet-A fuel storage facility. This memo includes information related to the governmental compliance process, environmental impact review process for the project, reporting on the comparison of any measured air pollutants of the existing AUS fuel storage facility with previous years' measurements, and information on any potential effects of specific changes in air quality based on the new Jet-A fuel storage facility.

Background

The current fuel storage facility ("Existing Facility") at AUS has two bulk storage tanks with fuel storage capacity of a 2-3-day supply of Jet A-Fuel. The current and forecasted increases in air service at AUS has resulted in an immediate need for more fuel capacity. To address the need for additional fueling capacity at AUS, the design and permitting for a second fuel storage facility project with 2 additional bulk storage tanks was initiated ("New Facility").

The location for the New Facility is on airport property on the northbound side of US 183. The location was carefully considered using a site selection matrix that evaluated:

- Land Development Code compatibility
- Operational requirements and transfer line feasibility
- Future airport development compatibility
- Existing airport development and operations
- Environmental safety
- Airspace and Federal Aviation Administration facilities

The Department of Aviation acknowledges that any further analysis will lead to no alternative site meeting the screening criteria. The Department of Aviation is committed to working with the community to resolve concerns regarding the selected site since it is the only site that meets the screening criteria.

Governmental Compliance Process and Environmental Impact Review Process

The New Facility project underwent an Environmental Assessment (EA) to fulfill the National Environmental Policy Act (NEPA) Documentation requirement. In accordance with Federal Aviation Administration (FAA) policies and procedures for implementing NEPA, the Environmental Assessment (EA) for the New Facility project included an

evaluation of the following key topics: (1) air quality; (2) biological resources; (3) land use compatibility; (4) noise; (5) surface transportation; (6) water resources; (7) cultural resources; (8) environmental justice; (9) visual resources; and (10) hazardous materials. The EA was submitted to the FAA and a [Finding of No Significant Impact \(FONSI\)](#) was received in April 2020 denoting FFA approval for the project.

Additionally, the Environmental Protection Agency (EPA) requires a Spill Prevention Control and Countermeasures (SPCC) Plan and a Facility Response Plan that guide spill mitigation efforts. Such plans exist at the Existing Facility and as required, an SPCC Plan and a Facility Response Plan will be prepared by the design engineer prior to the opening of the New Facility.

In the design and engineering of the New Facility, attention was also given to the separation and setback requirements for fire and explosion protection as set forth in the National Fire Protection Association (NFPA) guidelines - NFPA 30 Chapter 22 - regarding above ground storage tank design.

Pursuant to the [Texas Commission on Environmental Quality \(TCEQ\) Chapter 106 Permit By Rule \(PBR\) §106.472](#) – the New Facility must not exceed 25 tons of volatile organic compounds (VOCs) permitted emissions each year. According to Burns & McDonald (the design engineer for the New Facility), the New Facility is estimated to emit 3.6 tons of VOCs annually -- 14.4% of the allowed 25 tons.

The Department of Aviation hired a third-party consulting firm, AECOM, to validate the methodology used to calculate the original projections of VOCs (as determined by Burns & McDonald) for the two fuel storage tanks at the New Facility. This projected emission level is well below the permitted TCEQ threshold. Since the projected emissions for the New Facility meets the requirements for a Permit by Rule, a standalone TCEQ permit for air quality was not required. The documentation for the Air Unregistered Permit by Rule Authorization was submitted to the City of Austin in September 2020. Once constructed, the Department of Aviation is committed to annual audits to ensure the New Facility is operating as designed and does not exceed TCEQ's emissions threshold.

Other State of Texas requirements for the New Facility project include the Texas Pollutant Discharge Elimination System (TPDES) requirements. TPDES requirements will guide construction and post-construction stormwater management for the New Facility Project. It should be noted that AUS is not within the continuing recharge, transition, or contributing zone of the Edwards Aquifer.

Furthermore, the City of Austin site plan application for the New Facility met the City Code requirements for administrative approval and was approved on November 22, 2021. The site plan application was reviewed by various City departmental staff across multiple disciplinary reviews, such as Fire Safety and Environmental. In accordance with City Code, a notice of filing of site plan application for administrative approval was mailed to qualifying property owners within 500 feet of the site for the New Facility project as well as to neighborhood associations, neighborhood contact teams, and homeowners associations, which are within the same area.

Measured Air Pollutants

In addition to validating the VOC emissions methodology for the New Facility, AECOM evaluated the air quality models applicable to Jet-A Fuel handling at the Existing Facility to estimate the current potential emissions associated with tank storage (including the equipment supporting the tanks) and potential emissions at this location associated with the loading of fuel into aircraft fuel loading trucks. Based on their findings, the Existing Facility is calculated to emit a total of 4.1 VOCs annually. Of this total, 1.9 VOCs are associated with loading of fuel into aircraft fuel loading trucks. Loading of fuel into aircraft fuel loading trucks will not occur at the New Facility.

VOC emission levels from Jet-A Fuel storage tanks remain low because the fuel does not create a high volume of vapors. For Jet-A fuel to create vapors, 100 plus degrees must be regularly sustained within the storage tanks. The tanks are designed to deflect heat and stay below 100 degrees.

To further a commitment to environmental protection, the Department of Aviation is working to define and launch the Jet-A Fuel Storage Facility Air and Stormwater Monitoring Program. This new program will ensure that operations at the Existing Facility and the New Facility are environmentally compliant. The aim of the Jet-A Fuel Storage Air and Stormwater Monitoring Program is to conduct regular site inspections for environmental safety and communicate these findings to the community.

Fuel Facility Safety Measures

Federal Aviation Administration and National Fire Protection Association regulations require airports to design and establish airport safety standards and inspection programs for all aviation fuel functions.

The New Facility will have fire prevention and response safety features, including:

- Bonded tanks to ensure static electricity doesn't spark a fire
- Automated foam fire suppression system
- Tanks that are designed to deflect heat
- Monitoring systems with sensor and safety controls
- Lightning protection rods & FAA airport lighting protocols

AUS has an on-airport fire station, the Aircraft Rescue and Firefighting (ARFF) station, which will inspect the fuel facility every 4 months. ARFF trains to respond quickly and effectively to airport emergencies.

The New Facility will have environmental safety features that prevent and respond to leaks, including:

- A corrosion detection system that alerts operators long before a leak occurs
- High and low-level fuel sensors
- Auto shut-off valves
- Lined leak containment structures

The facility has secondary containment and controls to prevent any leaks from entering ground soil and will have multiple permits, safety plans and inspections. Site staff employed by the world's largest independent fuel service provider will monitor the facility 24/7.

Differences between Jet-A-Fuel Storage Tanks and Petroleum Storage Tanks

The Department of Aviation recognizes the historic injustice endured by East Austinites who lived near the East Austin petroleum storage tanks and is committed to working with community members, the facility owners and operators, regulatory agencies and experts to ensure the Jet-A Fuel Storage Facility is a safe operation.

The East Austin petroleum storage tanks were on a 52-acre site, did not have adequate safety designs and inspections, and were owned and operated by several different oil and gas private companies. The only physical boundary between many homes and the gasoline tank farm was a simple chain link fence. The Jet-A fuel storage facility is a modern, regulated and inspected operation to achieve the highest level of safety, security and reliability:

- The facility is owned and operated by AUS airlines and their fueling service contractor.
- The facility is located on City of Austin property and will be routinely inspected by the Austin Fire Department, the Department of Aviation and the Department of Watershed Protection.
- The facility will be separated from the closest homes and businesses by four highway lanes, a grass

median, the airport perimeter fence, and a decorative screen that will minimize the visual impacts of the facility.

- The tanks will store Jet-A fuel, not gasoline, and Jet-A fuel is less volatile.
 - Emission levels from the tanks are low for various reasons, including because the tanks are designed to deflect heat and stay cool, and have temperature probes in the tanks for continuous monitoring
 - Jet-A fuel is a low vapor fuel and is difficult to combust, unlike gasoline, which is a higher vapor flammable fuel.
- The environmental controls include secondary containment systems, leak detection, spill response, sensors, and controls to achieve the highest level of safety, security and reliability.

The Department of Aviation is committed to providing any further information on the safety of the new facility and the existing facility. Should you have any questions, feel free to contact me at 512-530-5070.

Cc: Spencer Cronk, City Manager
Gina Fiandaca, Assistant City Manager

Attachment G

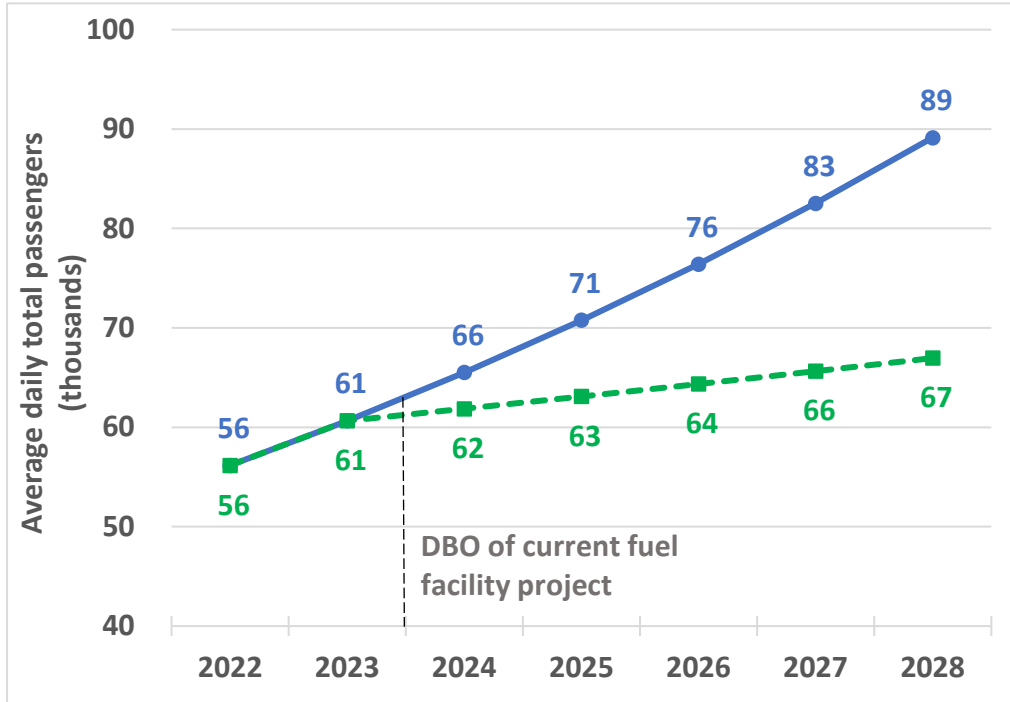
Economic Impact

Projected Commercial Airline Service Activity: 2022 – 2028

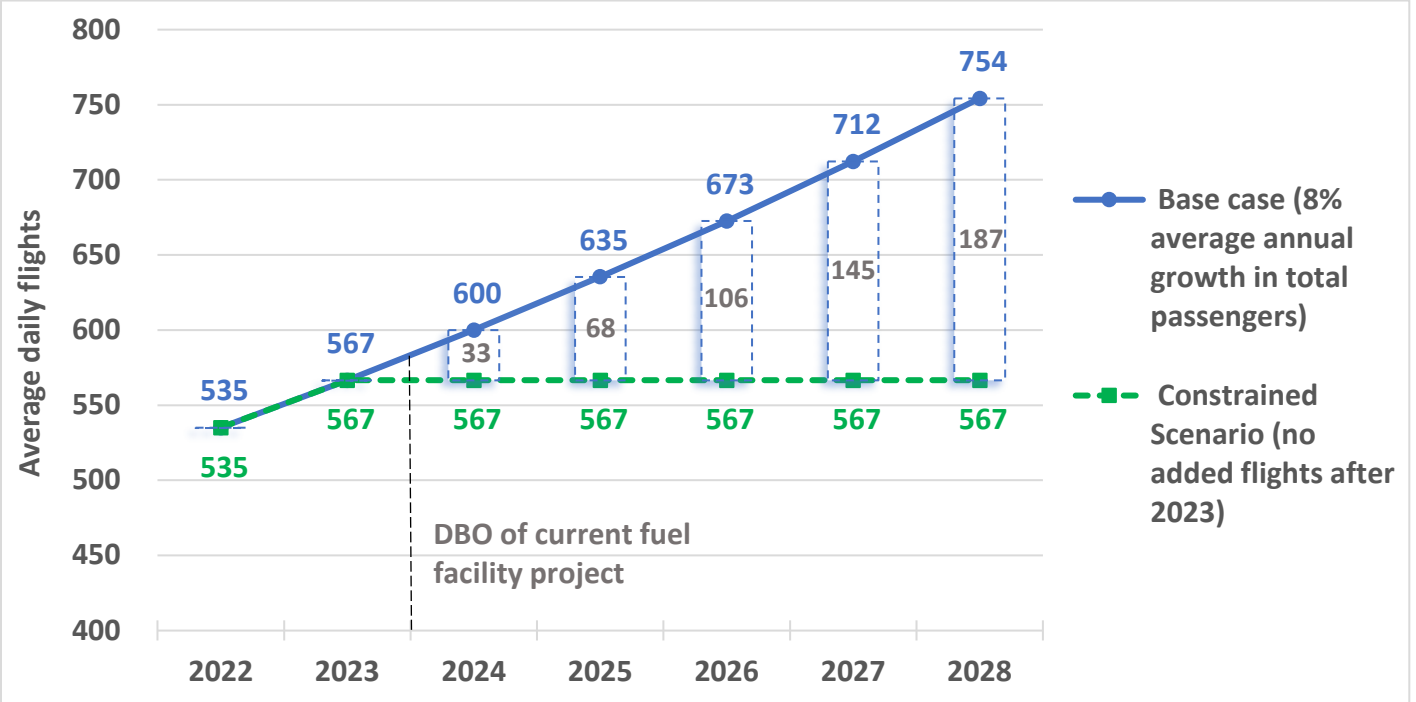
Austin-Bergstrom International Airport

A base case and a constrained scenario were developed to evaluate the potential impacts of reduced operations due to fuel storage capacity constraints

Average Daily Total Passengers



Average Daily Total Flights



Note: Includes enplaned and deplaned passengers and arrivals and departures.

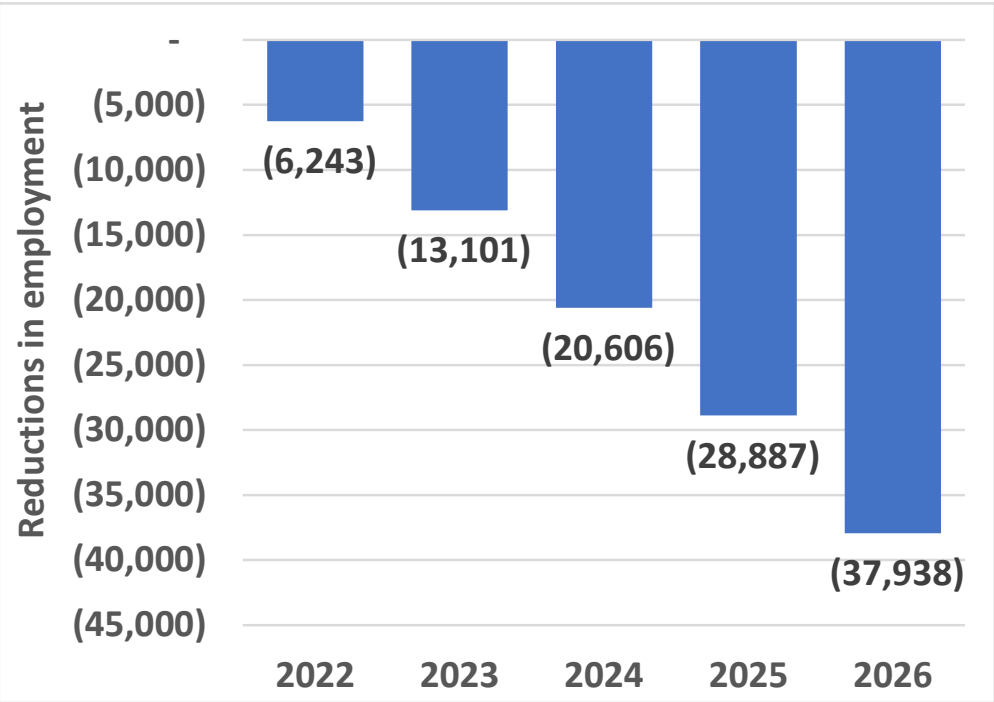
Sources: Austin-Bergstrom International Airport records. Assumptions developed by LeighFisher, February 2022.

Potential **Annual and Cumulative** Economic Impact of Reductions in Commercial Airline Service: **2024 – 2028**

Austin-Bergstrom International Airport

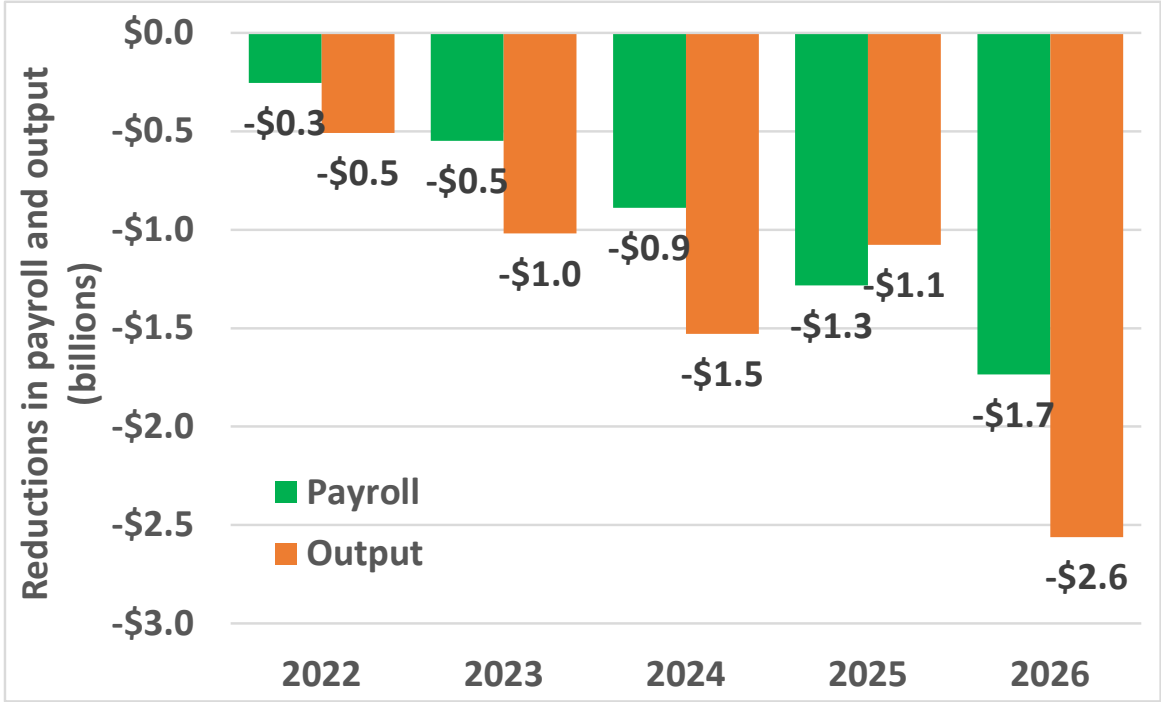
Employment

Cumulative Impacts 2024-2028 = 106,776 lost jobs



Payroll and Output

\$4.7 billion in lost payroll, \$6.7 billion in lost output



Attachment H
AUS Fuel Facility EA Peer Review

March 30, 2022

Ms. Jacqueline Yaft
Chief Executive Officer
Austin-Bergstrom International Airport
3600 Presidential Blvd
Austin, TX 78719

RE: Austin-Bergstrom International Airport Fuel Farm Environmental Assessment Peer Review

Dear Ms. Yaft:

Ricondo & Associates, Inc. along with our subconsultant team members, STV and Baer Engineering, respectfully submit our team's independent peer review. STV and Baer Engineering have both summarized their review of the proposed Austin-Bergstrom International Airport (ABIA) Fuel Farm project, including the National Environmental Policy Act (NEPA) Environmental Assessment (EA) prepared by Centurion Planning and Design. The first attachment is from STV summarizing background information on the fuel farm, the master planning process that established the proposed location for the expanded fuel farm, an overview of the environmental review process, and a review of the technical design and safety features that have been incorporated into the fuel farm project, as well as their conclusions on the siting and environmental processes completed for the proposed project. STV concluded the process for siting the fuel farm, and design of the proposed fuel farm complies with applicable National Fire Protection Association (NFPA) and Austin Fire Code, as well as applicable federal, state, and local laws and regulations. STV also concluded that the environmental review completed for the project conforms to Federal Aviation Administration (FAA) requirements and is consistent with fueling projects at other airports in the United States.

The second attachment is a memo from Baer Engineering, which provides their independent review of the procedures followed in the FAA NEPA EA for the fuel farm. This review also concludes by stating it is their professional opinion that the required NEPA EA process was followed for the fuel farm project.

In addition to the information provided in the letter from Baer Engineering, FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* states that, "The appropriate level of public involvement for an EA is determined on a case-by-case basis and will vary based on the proposed action and the potential impacts." The order also states the following:

Some factors that are helpful in deciding if a hearing, workshop, or meeting is appropriate include:

- (1) The proposed action's magnitude in terms of environmental impact, environmental controversy, cost, and/or extent of the affected geographical area;



Tracy Thompson
Austin-Bergstrom International Airport
March 30, 2022
Page 2

- (2) The degree of interest that Federal, state, tribal, or local authorities or the public exhibit; and
- (3) the complexity of issues.

The EA prepared by Centurion Planning and Design did not identify any substantive environmental issues or controversy. Thus, in accordance with FAA guidance, FAA determined that public meetings on the EA were not required.

If you have any questions or if you need additional information related to the Fuel Farm EA peer review, please do not hesitate to call me at (214) 989-4800.

Sincerely,

RICONDO & ASSOCIATES, INC.

Max Kiesling
Vice President

ENCLOSURES

cc: Tracy Thompson, Austin-Bergstrom International Airport
Shane Harbinson, Austin-Bergstrom International Airport

MEMORANDUM

DATE: March 30, 2022

TO: Jacqueline Yaft, Chief Executive Officer, Austin-Bergstrom International Airport

FROM: Patrick McCollom, Vice President, Senior Aviation Program Manager

SUBJECT: AUS Aviation Fuel Facility Peer Review

Introduction

STV has been retained under the City of Austin's Department of Aviation to provide a peer review of analysis and work product for the fuel farm at Austin-Bergstrom International Airport (AUS). This peer review focused on the fuel farm siting process, environmental review process, and the technical design as it relates to public impacts. Mr. McCollom met with airport staff on March 14 and 15, 2022 to discuss these topics, gather information related to them, and observe the operations and constraints at the airport. A listing of documents reviewed is at the end of this memo.

Understanding of AUS Project

The aviation fueling at AUS is conducted through a fuel consortium of the commercial airlines called AUS Fuels Company (AUS Fuels). AUS Fuels is responsible for the development, construction, operation, and maintenance of any aviation fueling infrastructure at AUS. This responsibility framework is found at most of the major US commercial Airports.

The current capacity of aviation fueling at AUS is highly underdeveloped and represents a high risk of severely impacting commercial airline operations and future growth of AUS. AUS Fuels, in coordination with airport staff, developed a solution for the fuel capacity deficit while considering future airport plans. AUS Fuels hired Burns & McDonnell to engineer this solution, while AECOM was tasked to support the airport as a technical expert. The proposed solution includes a planned multi-phased approach to expand the fueling system over many years to maximize the existing fueling infrastructure for the next 15 to 20 years.

Qualifications

Mr. McCollom is a civil engineer with 25+ years of Aviation experience at dozens of airports around the world, and has been an on-site consultant at DFW, SAN, ICT, FLL, ORD, GUM, HDN, DEN and LAS, where he managed Programs, Planning, Design and Construction Projects. He is a results-oriented leader and a renowned expert in airfield design, construction, and rehabilitation. More specifically, he has experience managing airport fuel facility projects at DFW, SAN, FLL and ORD, where he worked closely with designers, contractors, airport personnel, and stakeholders to implement systems that satisfied a wide array of goals, standards, and requirements. In particular, the fueling system project at SAN is very similar to the AUS Aviation Fuel Facility program, which provides significant insight to this analysis.

MEMORANDUM

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In addition, the engineering firms involved with the project represent two of the top three fuel system design firms in the country. Accordingly, Mr. McCollom has worked on fuel system projects with Burns & McDonnell at both SAN and FLL and as part of AECOM's team at DFW, SAN, FLL, and ORD. Both firms are also represented in the National Fire Protection Association's (NFPA) Fuel Storage Advisory Committee.

Fuel Farm Siting Process

The AUS 2040 Master Plan was developed between June 2017 and September 2018. The Master Plan included three major components: Terminal Expansion (expanded terminal and new concourse), Roadway Improvements (reconfigure roadways for better airport access), and Runway Expansion (new third runway). The Master Plan also envisions reconfiguring many other airport functions. The proposed fuel facility is one of many ancillary projects that enables the major components of the Master Plan. During the development of the AUS Master Plan there was extensive public outreach including twelve (12) Technical, Project and Public Open House Workshops that provided opportunities for public feedback and involvement. The Master Plan presented to the public during this process included a location map as well as future functional requirements of the fuel facility as described in Section 6.5. No public comments were received that showed concern for the proposed location, as future fueling facilities were not a major focus of the 2040 Master Plan.

Subsequently, AUS Fuels engineered a solution based on the 2040 Master Plan. During the design review process the City of Austin Development Services Department sent Notice of the Site Plan on April 2, 2021 to community members located within 500 feet of the project which immediately generated much interest and opposition. To address these newfound concerns, a study was conducted by the airport that looked at alternative locations for the proposed fuel facility. There were twelve (12) alternate sites analyzed, many of which were suggested by the public comments. The study found that, although from an aerial view it appears that there is abundant undeveloped land surrounding the airport, much of that land is unusable or highly cost prohibitive. Several of the sites fell within the 100-Year Floodplain boundary, on which building is highly complicated and has other operational land use impacts. Other locations to the east conflicted with existing landfills from the previous landowner, the United States Air Force, established when the airport was Bergstrom Air Force Base. Building on this land was not advised and would require extensive environmental mitigations. Additionally, a direct fuel transfer line connection without passing under existing or future structures was critical to the site location. The study concluded that the current location for the proposed fuel facility remained the most viable.

Environmental Review Process

The project, like all other airport construction projects, requires compliance with the 1970 National Environmental Policy Act (NEPA). Prior to final design, the airport contacted the FAA for guidance on NEPA compliance for the project. The FAA advised the airport to produce a focused Environmental Assessment (EA) for the project. This EA is meant to reduce administrative burden and does not require additional public outreach. The EA analyzed eighteen (18) impact categories which are defined in FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, and FAA Order

MEMORANDUM

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1050.1F, Environmental Impacts: Policies and Procedures. The EA determined that fifteen (15) of the eighteen (18) impact categories are not present within the project study area.

The EA analyzed potential effects of the project on the 3 impact categories that were present in the vicinity of the project: (1) Construction Impacts; (2) Hazardous Materials, Solid Waste, and Pollution Prevention; and (3) Socioeconomic Resources. The EA recommended specific mitigations to address each impact. Note that the Socioeconomic Resource analysis was limited to traffic impacts at Highway 183 and Metropolis Drive. The mitigation for this impact includes signalization changes at this intersection and acceleration and deceleration lanes in TxDOT Right-of-Way.

The EA analyzed two Actions: construction of the proposed facility as recommended and a No Action Alternate. The no-build scenario resulted in the airport continuing to operate at a deficient fueling level, which does not allow for increased capacity to support projected air traffic in the near future or beyond. The EA for the AUS Aviation Fuel Facility resulted in a Finding of No Significant Impact (FONSI), issued by the FAA in April 2020 and notified to the public in May 2020, thereby greenlighting the project for final design and construction.

Technical Design as it Relates to Public Impacts

The current design project consists of two phases, the first phase addressing immediate capacity needs at the existing fuel facility and the second phase includes building a new fuel storage facility on the westside of the airport adjacent to Highway 183. The new storage facility will be connected to the existing facility by dual transmission lines under the existing airfield. Future planned projects will expand the new westside fueling facility, install underground hydrant fueling at terminal gates, and reduce the functional components at the existing facility, as portions of this facility conflict with future airfield Expansion.

The new fueling infrastructure at the westside fuel farm includes two 1.5-million gallon fuel storage tanks, a transfer pumping station, truck offloading system, the dual transfer lines, recovery and off-spec tank storage system, a facility support building, a fire foam suppression system and building, and multiple site enhancements, such as fencing, roads, an oil/water separator system, stormwater controls and security systems. The proposed layout of the site was created based on operational functions, future expansion, and required infrastructure separations per guidance from the Austin Development Services Department. Specifically, the Austin Fire Code required the designers adopt 2015 NFPA 30, Flammable and Combustible Liquids Code, to provide safeguards to reduce hazards associated with storage, handling and use of flammable and combustible liquids.

The fuel storage tanks are specifically sited to comply with Chapter 22, Storage of Ignitable Liquids in Tanks – Aboveground Storage Tanks, in NFPA 30. Safety clearance requirements in Chapter 22 include separation between the tanks, nearest allowed inhabitable structure, and from property lines and public right of way. Tables 22.4.1.1 (a) and (b) in NFPA 30 calculate to require a separation of 27 feet between tanks, 14 feet to nearest inhabitable building, and 40 feet from the property line or public right of way. The proposed site

MEMORANDUM

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design provides 51 feet between the tanks, 188 feet to the nearest planned building, and 123 feet to the Highway 183 right of way.

Both Burns & McDonnell and AECOM separately evaluated potential air emissions for the fuel facilities. Part of the purpose for these evaluations is to determine project applicability to Texas Administrative Code (TAC) Title 30, Chapter 106, Permits by Rule (PBR). Both evaluations concluded that the project qualifies under PBR, provided other airport emissions cumulatively do not exceed defined emission thresholds. The proposed design specifically complies with Rule 472, Part 1 of the Texas Commission on Environmental Quality (TCEQ) PBR.

The new fueling infrastructure contains all required safety features. These features include fuel secondary containment structures, water quality structures, system monitoring and leak detection systems, emergency shut off switches, comprehensive cathodic protection, constant pressure monitoring, high and low blow off valves, and enhanced security and video surveillance. Additionally, the proposed lease agreement with AUS Fuels contains robust operational, maintenance, inspection, documentation, reporting and construction requirements.

Finally, the new westside site is developed with aesthetic enhancements to partially conceal the tanks and provide a sense of place. Project renderings were developed to demonstrate aesthetic improvements with decorative fence, landscape, and enhanced architectural building finishes.

Conclusion

The process for determining the siting and the environmental review for the project conforms to FAA requirements and guidance and is also consistent with fueling projects at other US airports.

The design of the project conforms to current regulatory requirements, current design criteria and best practices found at other airports. The planning, engineering, construction, inspection, and operation of fuel storage facilities has evolved significantly along with the regulatory framework. Combined, they provide safeguards to reduce hazards associated with storage, handling, and use of flammable and combustible liquids.

A handwritten signature in blue ink that reads "Patrick McCollom".

Patrick McCollom

STV, Inc.

Vice President, Senior Aviation Program Manager

MEMORANDUM

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List of Documents Reviewed:

1. Austin-Bergstrom International Airport 2040 Master Plan
2. Burns & McDonnell Drawings G-1-00 and CS-1-00 dated October 29, 2021
3. SpeakUP Austin Website: <https://www.speakupaustin.org/ausfuel>
4. Federal Aviation Administration Order 5050.4B – National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions
5. Centurion Planning and Design Environmental Assessment – Austin-Bergstrom International Airport Proposed Fuel Farm Improvements dated March 2020
6. Federal Aviation Administration Finding Of No Significant Impact for Austin-Bergstrom International Airport Fuel Farm Improvements – executed 4/8/2020
7. 2021 International Building Code (IBC) with Austin Amendments
8. National Fire Protection Association (NFPA) 30 – Flammable and Combustible Liquids Code
9. Texas Administrative Code Rule § 106.412 – Fuel Dispensing
10. Texas Administrative Code Rule § 106.472 – Organic and Inorganic Liquid Loading and Unloading
11. Texas Administrative Code Rule § 106.478 – Storage Tank and Change of Service
12. Burns & McDonnell Report – Air Unregistered Permit by Rule Authorization – AUS Facility Upgrades Project – Package 1 dated September 2020
13. Burns & McDonnell Report – Air Unregistered Permit by Rule Authorization – AUS Facility Upgrades Project – Package 2 dated September 2020
14. AECOM Memo – Austin Airport East Tank Farm Emissions dated January 27, 2022
15. Burns & McDonnell Basis of Design Report – AUS Facilities Upgrades Package 2 – 90% Submittal dated July 22, 2020
16. AUS Airline Fuel Facility Report prepared by AECOM dated July 7, 2020

March 25, 2022

Ricondo
1505 LBJ Freeway, Suite 340
Dallas, Texas 75234

Sent via e-mail to mkiesling@ricondo.com

Attention: Max Kiesling, Vice President

Reference: Independent Review of Procedure
Federal Aviation Administration – National Environmental Policy Act
Environmental Assessment
Proposed Fueling Facility, Austin Bergstrom International Airport

Dear Mr. Kiesling:

Baer Engineering and Environmental Consulting, Inc. (Baer Engineering) is pleased to present this independent review of procedure for the Federal Aviation Administration (FAA) National Environmental Policy Act (NEPA) Environmental Assessment (EA) prepared by Centurion Planning and Design. This EA was finalized and approved in 2020.

STATUTORY AUTHORITY

The National Environmental Policy Act (NEPA) was signed into law on January 1, 1970. Section 102 in Title I of the Act requires federal agencies to incorporate environmental considerations in their planning and decision-making through a systematic interdisciplinary approach. These considerations are assembled into documents referred to as Environmental Impact Statements (EIS) and Environmental Assessments (EA). NEPA procedures are administered by each federal agency for its own projects. These procedures are not identical from group to group. They are tailored for the specific mission and activities of each organization. The FAA is the lead federal agency for airport projects. NEPA guidance for FAA projects is located in:

- **FAA ORDER 1050.1F:** Environmental Impacts: Policies and Procedures; and
- **FAA ORDER 5050.4B:** National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.

ENVIRONMENTAL ASSESSMENT

The EA contains the following sections:

- Proposed Action
- Project Purpose and Need
 - Describes the airport expansion and consequent need for more fuel capacity.
- Alternatives
 - The proposed fuel farm location was identified in the Airport Master Plan.
 - A number of alternative sites were evaluated for the Airport Master Plan.
 - The EA includes the proposed action and the “no action” alternative.
- Affected Environment and Environmental Consequences

- FAA impact categories were assessed:

IMPACT CATEGORY	PRESENT	ASSESSED
Air quality	No	No
Biological resources (including fish, wildlife, and plants)	No	No
Coastal resources	No	No
Construction Impacts	Yes	Yes
Department of Transportation Act, Section 4(f)	No	No
Farmlands	No	No
Hazardous materials, solid waste, and pollution prevention	Yes	Yes
Historical, architectural, archeological, and cultural resources	No	No
Land use	No	No
Natural resources and energy supply	No	No
Noise and compatible land use	No	No
Socioeconomics, environmental justice, and children's environmental health and safety risks	Yes	Yes
Visual effects (including light emissions)	No	No
Water resources (including wetlands, floodplains, surface waters, groundwater, and	No	No
Wild and scenic rivers	No	No

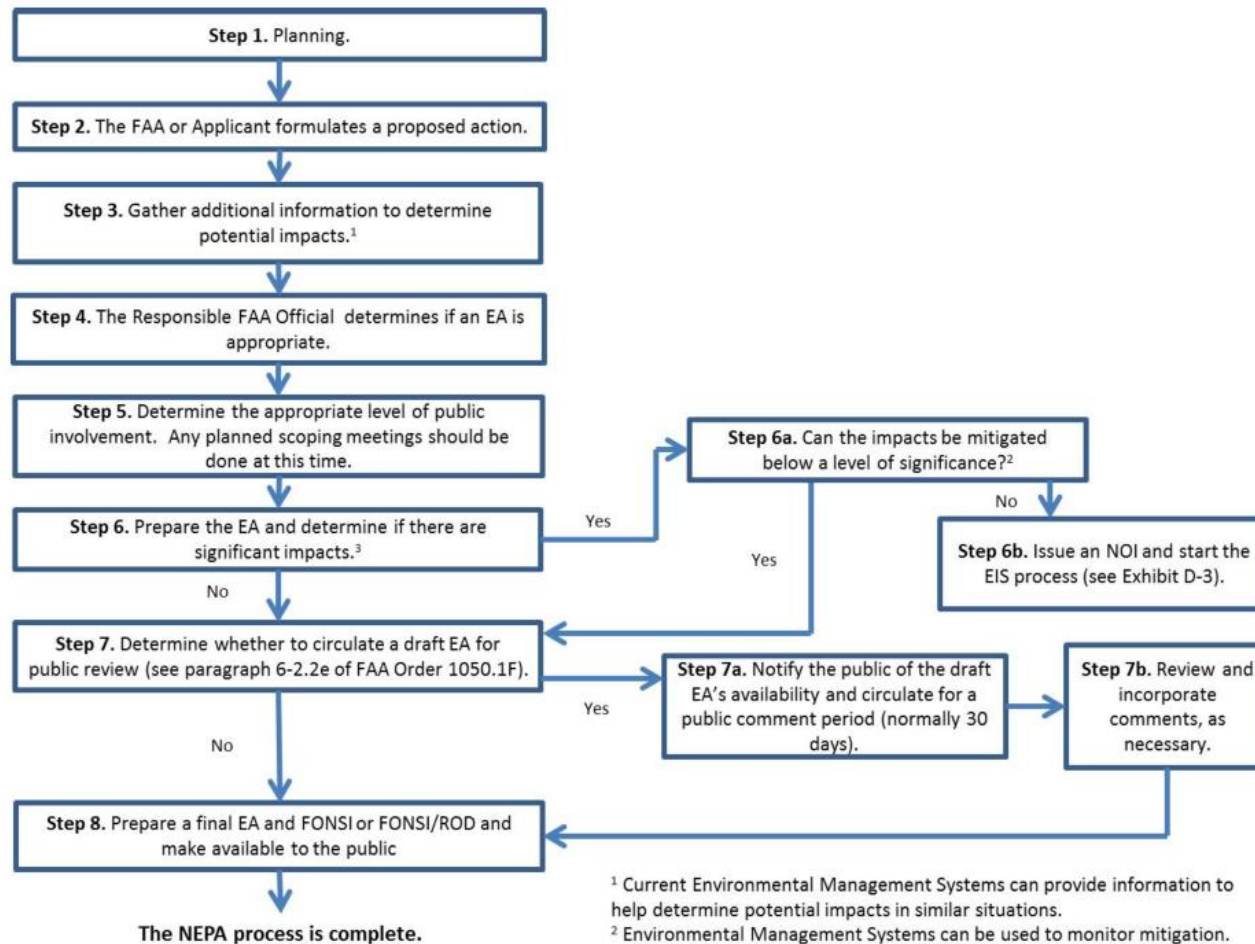
- Summary of Project Impacts and Mitigation Measures:

IMPACT CATEGORY	DISCUSSION	MITIGATION
Construction Impacts	Yes	Best management Practices
Hazardous materials, solid waste, and pollution prevention	Yes	Acquire and maintain applicable permits
Socioeconomics, environmental justice, and children's environmental health and safety risks	Yes	Proposed improvements are contained on existing airport property.

PUBLIC PARTICIPATION

NEPA requirements for public participation have been incorporated into the FAA Orders implementing the policy. On the following page is a reproduction of the flow chart for an FAA EA from **FAA ORDER 1050.1F**.

Step 5. Determine the appropriate level of public involvement. Any planned scoping meetings should be done at this time.

Exhibit D-2. Typical Environmental Assessment Process

FAA ORDER 5050.4B says:

403. PUBLIC PARTICIPATION REQUIREMENTS UNDER NEPA AND SPECIAL PURPOSE LAWS.

The Council on Environmental Quality (CEQ) gives Federal agencies instructions on NEPA's public involvement process at 40 CFR 1506.6. In addition, many special purpose laws applicable to airport projects (see paragraph 9.t of this Order) require notice and opportunity for public involvement. One way to effectively meet public participation requirements is to conduct a public hearing (see paragraph 404).

a. Factors to consider when deciding if a public hearing is warranted for NEPA purposes. A public hearing is a gathering under the direction of a designated hearing officer for the purpose of allowing interested parties to speak and hear about issues of concern to interested parties. Title 40 CFR 1506.6(c), states that public hearings should be held whenever appropriate or to meet statutory requirements applicable to an agency. To determine if a public hearing is warranted under NEPA, the responsible FAA official or airport sponsor should consider these following factors:

- (1) Is there substantial environmental controversy concerning the proposed action or is there substantial interest in holding the hearing (CEQ 1506.6(c)(1))?
- (2) Has another agency with jurisdiction over the action requested a public hearing, and has that agency supported its request with reasons a hearing would be helpful (CEQ 1506.6(c)(2))?

The FAA did not require a public meeting for approval of the EA.

CONCLUSION

It is my opinion that the NEPA EA process was fully realized and followed for the airport fueling facility. The public response was unanticipated.

Please let me know if you have questions about this review. I can be reached at 512.453.3733 or by email at rwyman@baereng.com.

Respectfully submitted,

BAER ENGINEERING AND ENVIRONMENTAL CONSULTING, INC.

Rosemary Wyman, P.G. (TX751), CHMM, CPESC
Chief Technical Officer, Principal Geologist

Attachment I
FAA Requirements related to Land Acquisition by AUS

ATTACHMENT I

This Attachment I is related to the options for the City of Austin (“City”) or the Austin Bergstrom International Airport (“Airport”) to purchase properties in the proximity of the Airport; and to show the relative proximity of residential properties to the East of the Airport.

Because the City, the owner and sponsor of the Airport, has accepted federal funds for the development of the Airport, it must comply with certain federal obligations. The City has entered into a series of grant agreements with the federal government acting through the Federal Aviation Administration (“FAA”) for the development of the Airport which contain a set of standard conditions governing the operation of the Airport (the “Grant Assurances”).

Acquisition related to Noise Impacts

Title 14 Code of Federal Regulations (CFR) Part 150 regulations provide the requirements for the development of the Noise Exposure Map and the Noise Compatibility Program which together comprise the Airport Noise and Land Use Compatibility Planning Study (“Part 150 Program”). These regulations must be strictly followed and provide the roadmap for property acquisition under the Part 150 Program in the event certain properties are proven to be impacted by noise due to Airport development. The Part 150 Program is only initiated after a determination of a change to an airport’s noise contours which will affect properties for noise compatibility purposes.

As a result of the current Environmental Assessment (“EA”) underway at AUS for the development of the Airport Expansion and Development Program (“AEDP”), there **MAY** be a change to the noise contours for AUS that would require a Part 150 Study and which may result in the need to acquire additional/impacted properties. There is no information at this time that the noise contours for AUS will be changed as a result of the development of the AEDP reflected in the EA. Even if the FAA recommends a Part 150 Study as a result of the EA, the Part 150 Study and the eventual acquisition of affected properties could be several years in the future.

Acquisition related to Airport Expansion and Development

Land acquisition by an airport utilizing Airport Improvement Program (“AIP”) grant proceeds must demonstrate that the land is needed for airport purposes for development and must comply with the provisions of the Uniform Act and 49 CFR part 24. The AIP grant requirements apply to all AIP projects in any phase or portion of the project, e.g. the planning, design, land acquisition, or construction phases. On AIP-assisted projects, the sponsor must acquire real property rights of a nature and extent adequate for the construction, operation, and maintenance of the grant-assisted project. At the current time the AEDP does not include any AIP-assisted projects that would require the acquisition of land in the proximity of the Airport in the near term. We confirmed with the FAA that the existence of non-compatible land uses of property in the proximity of the Airport does not in and of itself present the criteria to qualify for an AIP-assisted project for the Airport.

Therefore, any use of Airport revenues for the acquisition of any properties in proximity to the Airport at this time could be viewed as revenue diversion under Grant Assurance 25. Notable examples of improper revenue use would include improperly allocating costs to the Airport; using Airport revenue to fund general economic development activities; or using Airport funds to support community activities or participate in community events or using Airport property for community purposes.

Unlawful revenue diversion in particular has serious potential consequences. In short, the FAA may require the return of unlawfully diverted funds to the Airport account, order the withholding of future grants, or impose civil penalties, among other remedies.

Jet A Fuel Storage Facility

Austin City Council



Austin-Bergstrom
International Airport



Community Acknowledgement & Lessons Learned

- Understanding the city's history of discriminatory policies and decisions endured by East Austinites is crucial to making equitable and sound decisions for today and the future.
- We are grateful to the community and our airport-adjacent neighbors for their willingness to engage with us.
- We are committed to improving airport community outreach and engagement.
- We have learned from our neighbors the importance of timely and accessible information and the importance of investing in community relationships.



Community Notification & Outreach

- **AUS 2040 Master Plan Public Meeting Series**
 - 4 public workshops
- **DSD site notification - 04/21**
- **6 Total Community Meetings**
 - District 2 Public Meetings
 - 1 Virtual meeting – 10/04/21
 - 1 In-person meeting – 11/10/21
 - AUS Community Information Meetings – 01/29/22
 - 2 in-person meetings
 - 1 virtual meeting
 - Community-led Public Meeting
 - 1 meeting – 03/07/22



Speak Up Austin Website
for Community Outreach



SpeakUpAustin.org/AUSFuel

To learn more about AEDP
Projects:

AustinTexas.gov/AEDP

To learn more about AUS
Environmental Affairs:

[AustinTexas.gov/Department/
Environmental-Responsibility](https://AustinTexas.gov/Department/Environmental-Responsibility)



Austin-Bergstrom
International Airport



Fuel Facility Community Questions

- Why put fuel tanks within 500 feet of homes?
- What other locations are suitable for the project?
- Is it safe?
- How will US 183 traffic change?
- How will selecting a new site delay the project?
- Will the airport hire an environmental firm to validate air quality data?

Jet Fuel Storage Facility Purpose & Need

- Current storage site
 - 2 tanks
 - 20+ years of safe operations
 - Within 300' of buildings
 - Within 1500' of terminal
 - **2-3** days worth of fuel
 - Industry average: **5-7**
 - Not enough to meet AUS demand
- Expanding the current site - **does not** solve 5-7 days capacity demand
- A new fuel storage facility - **needed** to support 30M annual passengers, by 2040 **or sooner**



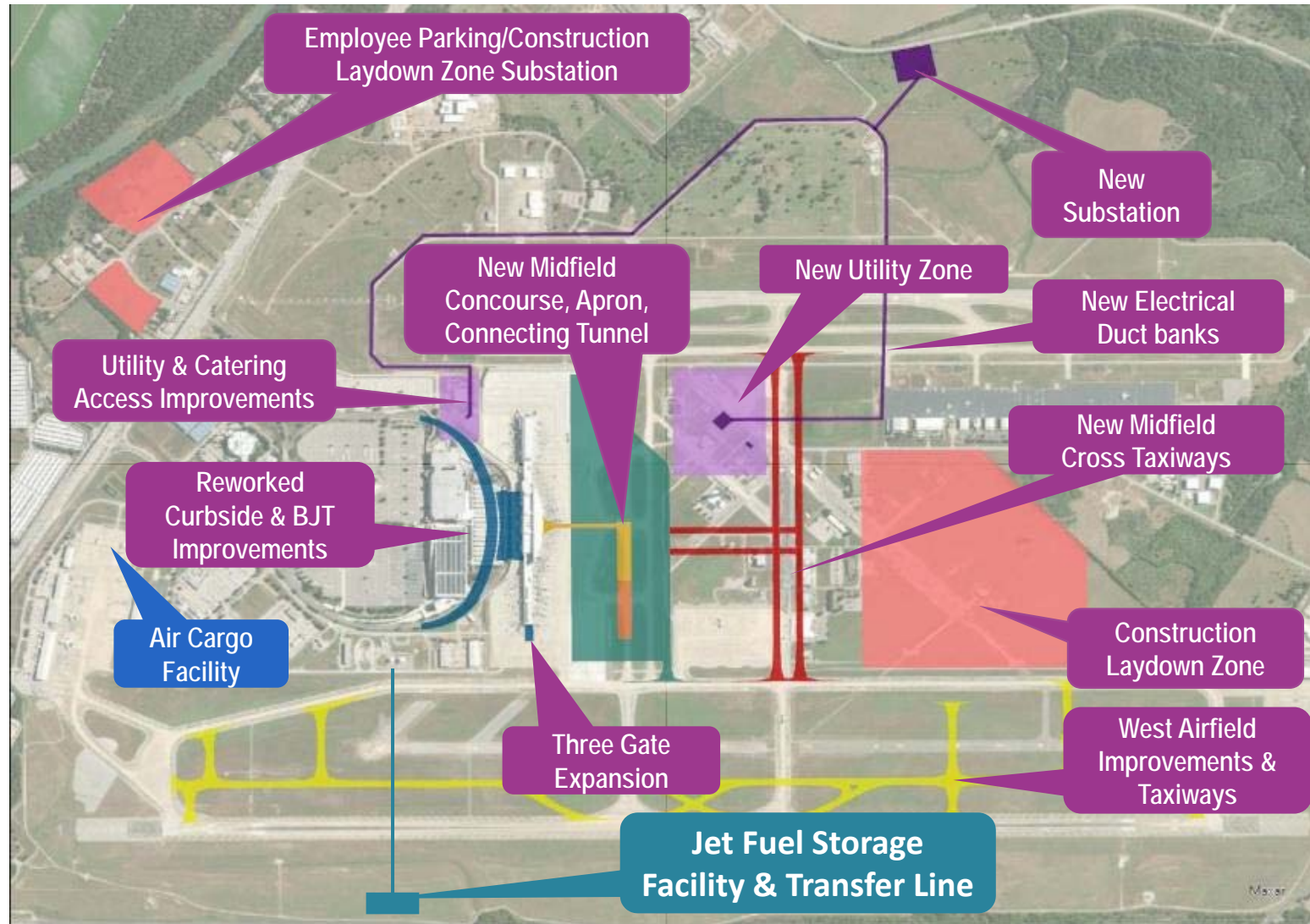
Staffed & operated 24/7 by the world's largest aviation fueling services provider

Upcoming Airport 61+ Projects:

Airport Expansion
& Development
Program

Air Cargo Facility

Jet Fuel Storage
Facility



East Austin Petroleum Tanks Difference

East Austin Tanks

- **52 acres**
- Emitted gas fumes
- Poorly managed
- Lacked adequate safety designs & inspections
- Known pollution violations
- Structurally compromised
- As close as 4 – 5 feet from homes

AUS Jet Fuel Storage Facility

- **10.5 acres**
- Operated by Jet-A fuel storage experts
- Designed to *prevent pollution violations*
- Inspected *regularly* by the City of Austin, AFD, and third party firms
- Emergency plans for leaks, spills

	Nearest resident	
Phase 1 - Tank #1	743 ft.	Approximately 2 football fields
Phase 1 - Tank #2	640 ft.	
Phase 2 - Tank #3	558 ft.	10-15 year plan
Phase 2 - Tank #4	488 ft.	

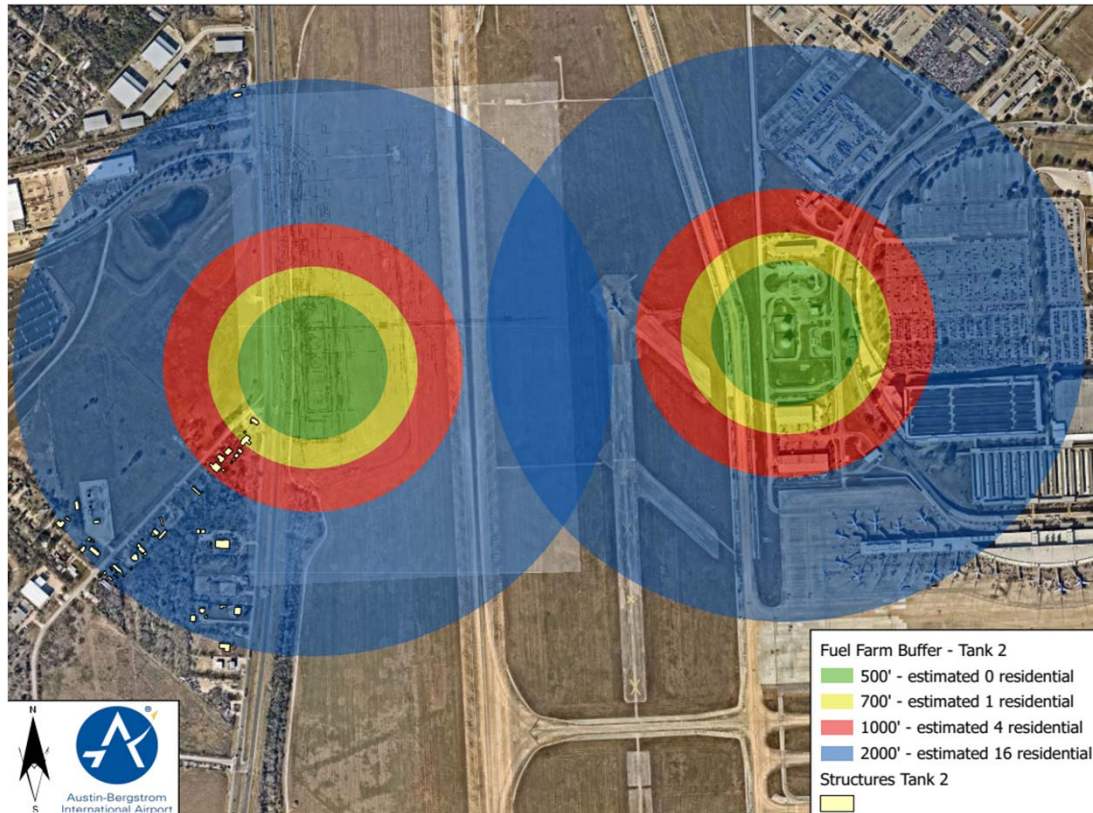


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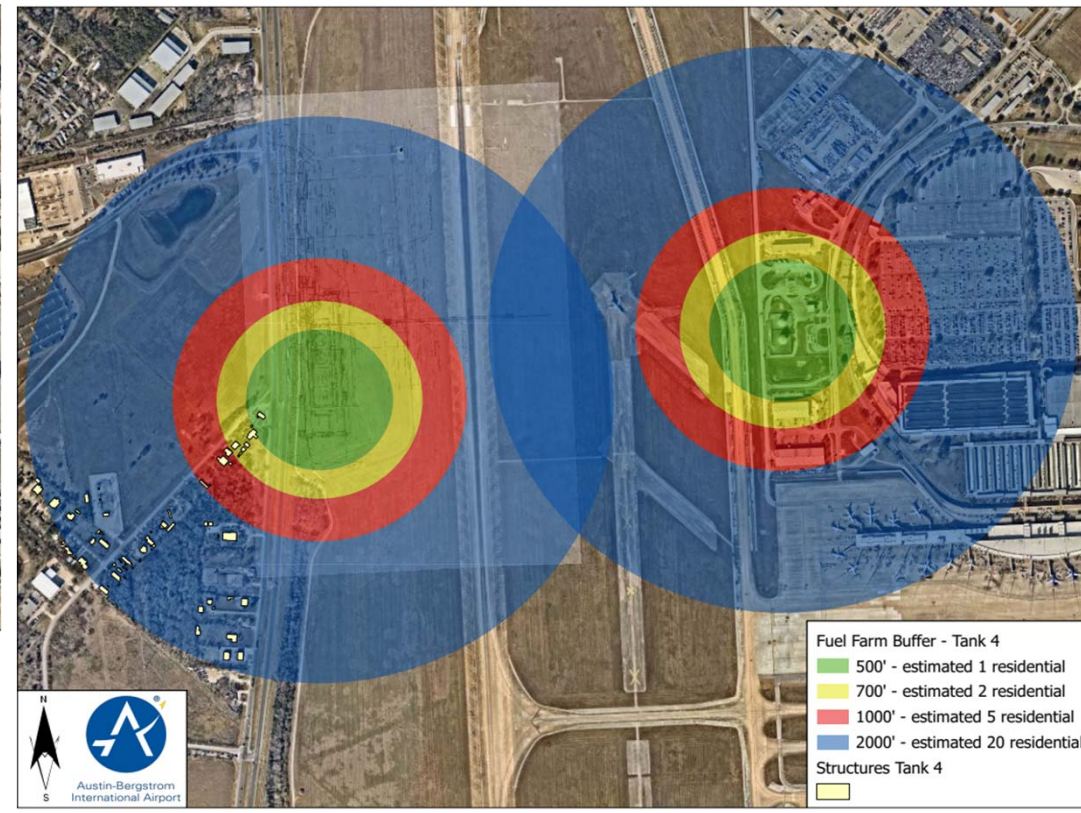
Site Location – Distance

Phase 1 (2 Total Tanks)



Phase 2 (4 Total Tanks)

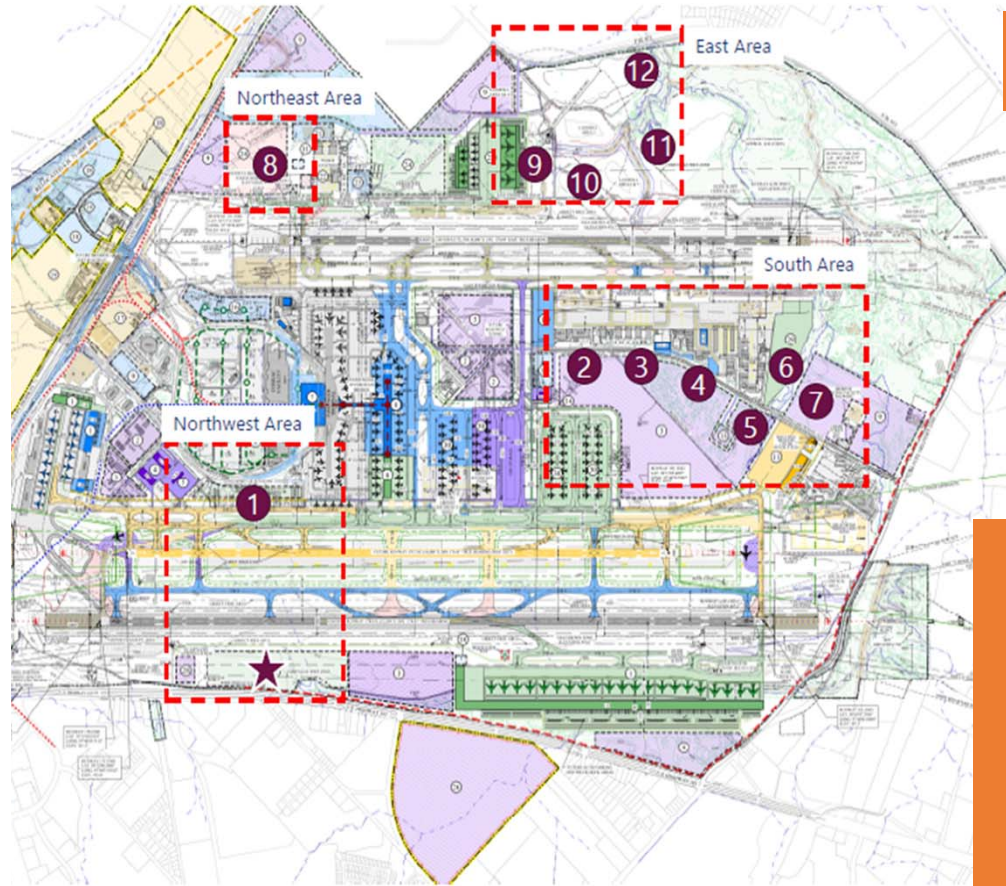
Long-term plans 15 – 20 years



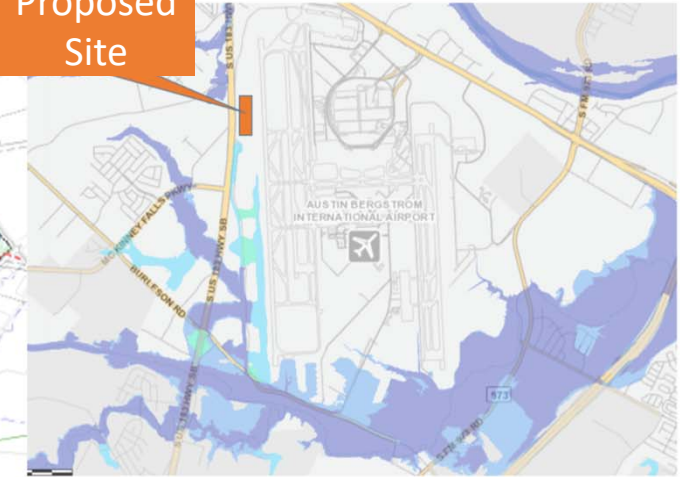
Proposed Site & Alternatives

12 sites selected by the community were evaluated by a third party firm

- Sites are not compatible with selection criteria



Proposed Site



Selection Criteria

- LDC (Floodplain)
- Transfer line
- Future airport development
- Fuel delivery access

Environmental Assessment & Compliance

✓ An Environmental Assessment (EA)

- (1) air quality; (2) biological resources;
- (3) land use compatibility; (4) noise;
- (5) surface transportation; (6) water resources;
- (7) cultural resources; (8) environmental justice;
- (9) visual resources; (10) hazardous materials.

✓ The Environmental Protection Agency (EPA)

- Spill Prevention Control and Countermeasures (SPCC) Plan.
- Facility Response Plan that guide spill mitigation efforts.

✓ National Fire Protection Association (NFPA)

- Defines separation and setback requirements for fire and explosion protection.

Safety clearance requirements	Regulations	Proposed site
separation between the tanks	27	51
nearest allowed inhabitable structure	14	188
from property lines and public right of way	40	123

✓ Texas Commission on Environmental Quality (TCEQ) - Chapter 106 Permit By Rule §106.472

- Must not exceed 25 tons of volatile organic compounds (VOCs).
- Current site – 4.9 VOCs
- New site – 3.6 VOCs
- Data calculation method verified – January 2022

✓ City permits

✓ The FAA issued a ***Finding of No Significant Impact (FONSI)*** in April 2020

- 4th signal at the intersection and acceleration/deceleration lanes.
- 44,950 daily truck volume on HWY 183
 - Phase 1 60 – 80 = .001%
 - Phase 2 80 – 100 = .002%



Austin-Bergstrom
International Airport

Robust Environmental & Sustainability Portfolio

- **Environmental Safety**

- Corrosion detection warning system for leaks
- Fuel level sensors
- Auto shut-off valves
- Built on concrete
- Lined leak containment structures
- Multiple permits, safety plans & inspections

- **Fire Safety**

- Bonded tanks to ensure static electricity doesn't spark a fire
- Foam fire suppression system
- Tanks designed to deflect heat
- Lightning protection - FAA airport protocols
- AFD inspections every 4 months

- **Robust environmental/sustainability portfolio**

- Level 3+ 'Neutrality' - airports proceed with offsetting only after reducing emissions as much as possible
- Generate 1.8 MWs of renewable solar energy on the airport campus - power to the airport and 160 local homes
- Using 100% renewable energy in the BJT
- Using renewable natural gas to power AUS's shuttle bus fleet
- Receiving Gold LEED Green Building certifications of several buildings

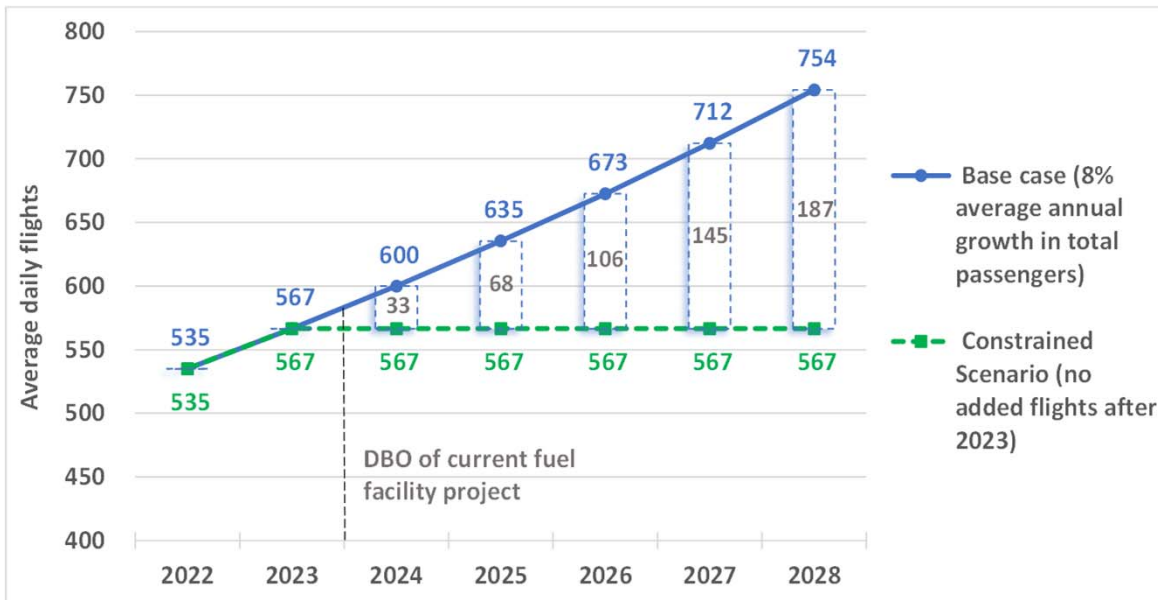


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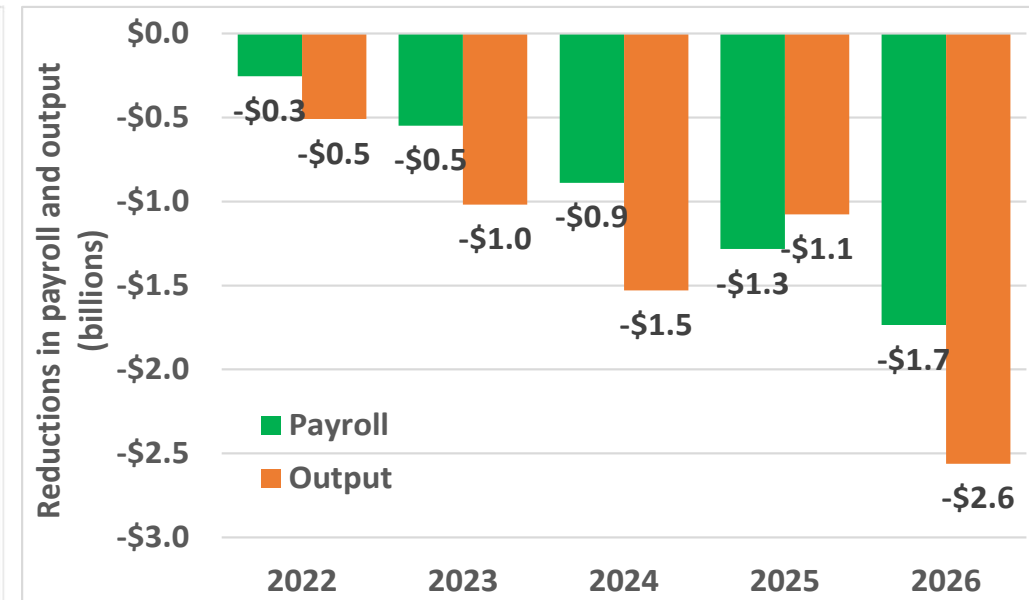
Project Delay Impact: 2022 - 2028

Average Daily Total Flights



Payroll & Output

\$4.7 billion in lost payroll, \$6.7 billion in lost output



**Estimated time for project:
58 – 61 Months**

- Estimated lost time due to delay: **30 months**
 - Design – 12 months
 - Permitting – 12 months
 - NEPA Environmental Assessment – 6-7 months
- Construction – **28-30 months**



Austin-Bergstrom
International Airport



Project Delay Passenger Reality

Kelly Williams Nagel @kwnagel · Mar 28

Never seen anything like this. Abandoned rental cars this far from drop off at Austin airport at 6:30 am. TSA lines are 3k deep, wrapped outside. Only reason we're making flight is TSA Precheck. Ridiculous @AustinAirport @Enterprise



"Do better"

"If the city is going to grow, so should your investment into the airport."



Penny McLaughlin @am31fa · Mar 28

Replying to @kwnagel @AustinAirport and @Enterprise
Yup - but kudos to the TSA agents who maintained professionalism throughout



Joey Dillon @joeydillon · Mar 28

My luck that my first time leaving the Austin airport was an apocalypse between Monday morning and both a NASCAR race and a PGA event this weekend.

We had to leave our rentals on the side of the road and security was easily at LEAST 2 hours hours deep. Thank you, pre-check 🙏



"Austin airport was an apocalypse"

"Jet fuel"



Jónsi @grayjones2310 · Mar 28

Well I won't be making my flight this morning. If you're flying out of @AustinAirport give yourself an additional hour to navigate through this



3 3 8



Austin-Bergstrom
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Next Steps

- ✓ Hired an additional third party to validate the EA process
- ✓ Hired a third party to monitor and audit facility operations for compliance
- ✓ **Project design and monitoring improvements:**
 - ✓ Improve the facility design with a new decorative screening fence, landscaping/hardscaping
 - ✓ Art coordination with AIPP
- **Create an airport “Green Team”**
 - Airport staff, business partners, and community volunteer members
 - Shared vision for community collaboration towards achieving sustainable goals
 - Formalize a comprehensive approach to AUS’s environmental stewardship
- **AUS will hire a full-time community engagement professional for FY23**
- **Continued project updates posted to the project website – SpeakUpAustin.org/AUSFuel**
- **Using lessons learned for community outreach to support AEDP projects**

